

Dyers pass Road proposed 60km/h speed limit and no passing lines

All attachments can be found on pages 100-160

ID	First name	Last name	Suburb	I /we (proposed 60km/h)	I / We (Proposed double yellow lines)	Name of organisation (if applicable)	Comments - please be as specific as possible to help us understand your views
11033	Peter	Coldicott		do not support the plan	do not support the plan		Having lived here for 25 yrs/some 50,000 journeys over Dyers Pass and seen extremely dangerous driving unrelated to speed. Often overseas drivers hug the centre line around blind corners @30 km/hr. As well our well mannered cyclists are 2-3 abreast (share the road), I have been passed by cyclists at 70-80 km hour again around blind corners, they must be psychic to be able to see. Pure luck there has not been a bike fatality. locals are well acquainted with hill driving, city motorists do not have a clue. As you know it is the poor road standard that is the issue. Good luck with your speed limits - especially with unpoliced boy racers!
11028	Alma	Sturgess	Governors Bay RD1	do not support the plan	do not support the plan		Please see attached map and comments on separate papers (7 pages)
11026	John & Gaynor	Thacker	Governors Bay	have some concerns	have some concerns		Local residents know the road whereas some do not. Some speed out of control (boy racers) but what's the point of changing the speeds when it is not policed!! Double lines are a good idea as some people take big risks. 70km is some parts could be good. Signage is important already on the bend (with special seal the sign is not very visible). Laybys need to be made where there is already certain provision but these need to be enlarged sealed and well marked in advance so people (drivers) can pull over into. Cyclists should use road only at off peak times and better directed via Summit down past Bell bird and Gebbies Pass. A hidden speed camera could be a great deterrent for boy racers fever. A dummy one!! 1. Speed (70) 2. Laybys (for slow drivers to pull into) with good signage 3. Double lines to stop dare devil overtakers 4. Who is going to police it? (A camera placed strategically? or sign
11025	Luke	McHaffie		do not support the plan	have some concerns		
11022	David & Anne	France	Cashmere	support the plan	do not support the plan		The narrow carriageway in combination with high number of cyclists make it impossible to pass a cyclist without technically crossing the middle line. Double yellow lines will make passing cyclists impossible causing traffic to remain behind them @ 10kmh. Either build a bike track above the road or stay with status quo.
11021	Rachel	Brown	Hillsborough	support the plan	support the plan		I am a cyclist the more you can control the speed of the cars the better. Thanks
11020	Guy & Genevieve	Forrester	Cashmere	support the plan	support the plan		Hopefully good deterrent against high speeders - and less accidents
11019	Fred & Lesley	Simpson	Governors Bay	support the plan	support the plan		Having lived in Governors Bay for 13 years & travelling the road at least twice daily both my wife and I fully support the proposal. We have both witnessed some incredibly stupid driving by regular road users as well as over zealous young drivers. A reduction of 10 k.p.h would cost under 1 minute in time from Cashmere Road to Gov. Bay Road.
11018	Pamela	Jones	Governors Bay	do not support the plan	do not support the plan		Proposed 60km limit. Although the speed limit proposed could be of some benefit when policing 'boy racers', it does not seem justice if the law abiding majority

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							<p>be penalised for the actions of the irresponsible minority.</p> <p>The 60 km could hinder commuters trying to pass cyclists and slow sightseers. It would only work if sightseers would go the 60 km too or would 'pull over' (they don't) to let other traffic pass. It would be a big advantage if 'pull over' areas were signposted as it may help them to realise traffic is building up behind them.</p> <p>Another massive advantage for everyone would be if a separate cycle lane could be created below the main road keeping the cyclists safe and the traffic able to move freely.</p> <p>Proposed double yellow no passing lines.</p> <p>This definitely should NOT happen. It would create lines of traffic build up causing anxiety and stress and possibly road rage. The road is too narrow to enable passing without crossing the double yellow no overtaking lines. It would not prevent but encourage high risk overtaking manoeuvres. This I believe would lead to accidents as drivers' frustrations' build.</p> <p>Your pamphlet states 'motorists can cross yellow lines to safely pass a cyclist' however the LTSA appear to disagree with this. They are called no passing lanes and are generally perceived as such. If there was an accident would insurance accept it was okay to pass? and the traffic police? Not many would chance it, certainly not I. The traffic build up would obviously create big problems for emergency vehicles putting lives and properties in danger. I trust common sense will prevail and that no yellow double passing lines will be installed. This one really is a no brainer.</p>
11015	Anne-Marie	Richardson	Karori	support the plan	support the plan		<p>I lived on Dyers Pass Road for 10 years and people always drove too fast. I currently live in Wellington but I am moving back next year. Double lines especially near the bottom leading into the village.</p>
11014	Nick	Preston	Governors Bay, RD 1	do not support the plan	do not support the plan		<ol style="list-style-type: none"> 1. Resident of Governors Bay for 27 years. 2. Needs to be realised that the road is a vital communications link for harbour residents, not just a road for recreational users. 3. A 70 km/h speed limit is suitable, safe speed on straight sections before Governors Bay. 4. Double yellow lines in obscured vision areas only. The road transport road user rule 2004 does not support the CCC's statement that double yellow lines can be crossed to pass cyclists. 5. Work needs to be done to improve pull over & layby areas & to improve visibility by controlling road side vegetation.
11013	W D	Hopkins	Cashmere	support the plan	support the plan		<p>Some provision needs to be made advising cyclists of the danger and also requiring them to let trucks pass. I have driven heavy trucks on this road, it is very difficult to pass cyclist two abreast or a row of cyclist in single file.</p>
11012	Lindsay Alsadair	McLeod	Governors Bay RD1	do not support the plan	do not support the plan		<p>I have lived in Governors Bay since 1983 and travelled the Dyers pass route to Christchurch and back virtually daily since then. Prior to that I lived in Governors Bay from 1972 to 1974, using the road daily.</p> <p>I treat driving seriously and not just as a necessity and have been involved in one glancing accident with a vehicle coming the opposite way while I was at the rear of a train of five vehicles at low speed.</p> <p>I think the main issue on Dyers Pass Road is the poor condition of the road at the edge margins. This tends to encourage motorists towards the centre from where crossing the centre line becomes almost inevitable.</p> <p>Just today I followed a small car over the hill and watched it cross the centre line 30 times from the Takahē to the 50kph restriction at Governors Bay. This is common behaviour. Human fear of falling and poor spatial awareness are added reasons for travelling close to the centre line.</p>

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							<p>Double continuous yellow lines and the change of speed restrictions will do little to change the statistics from where they stand currently.</p> <p>I am also aware that road marking paint like other paint comes at variable costs relative to quality and serviceability. Generally friction resistant road paint is significantly more expensive than its less effective alternatives.</p> <p>I have done some calculations in relation to paint and road area coverage. The distance where it is proposed to lay the double yellow lines in 5.8 kms, multiply that by 2 then x .10 for paint width and you get an area of 1160 sq/m of paint on the road centre. This is significant where traction is concerned and controllability of vehicles critical in winter. This can be critical for cyclists and motorcyclists.</p> <p>Major work has not been carried out on Dyers Pass Road since the earthquakes. issues of road edge deterioration in levels, seal quality, breakdown and delamination from previous sealing and encroachment of roadside vegetation on the road space are all issues compromising the safety of travelling on Dyers Pass Road. That is without the human element of the equation.</p> <p>Solutions I am sure would help in addition to a major overhaul of the road would be to develop existing, passing bays to a state where road users felt more comfortable using them and limiting the speed over the summit intersection from both directions.</p> <p>I am also aware of the yellowish seal which was used on what I call the bottom hairpin. This was done at least a decade ago and is still in reasonable condition. The effect of this work gave better traction and stopped the corrugating at the corner. Corrugating is a significant issue with numerous tight corners over the hill which also tends to redirect some drivers seeking a smoother pathway around corners. It is also a significant factor for cyclists and motorcyclists where traction is critical.</p> <p>In summary I am aware that aside from speed restrictions across the summit, the solutions to safety I am proffering don't come without major expense but having read reports from road engineers, the reduction of injury and death accidents is more effectively achieved by civil engineering than other options. This of course outside the general mechanical engineering advances over the decades.</p> <p>I am sixty eight years of age and have driven in all conditions in many countries around the world. Thank you for taking the time to go over my submission</p>
11011	Grant	Harsent	Governors Bay RD1	do not support the plan	do not support the plan		<p>I have lived in Governors Bay for 30 years and worked in Christchurch throughout that time. It is estimated that I have driven over Dyers Pass approximately 9000 times.</p> <p>This has (touch wood) been without an accident taking place, but there has been a number of near miss incidents. These generally related to people cutting blind corners or overtaking cyclists without sufficient room. Boy racers are also a concern but their activities are primarily nocturnal.</p> <p>The vast majority of incidents witnessed have occurred on the city side between the Signs of the Takahē and Kiwi during weekend daylight hours. This is when the road is at its busiest with drivers who are unfamiliar with the road and when cyclists are mostly prevalent.</p> <p>Any proposal should target the problem areas and times.</p>

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							<p>Therefore I think the proposed double yellow no overtaking lines and the 60 speed limit from Governors Bay to the Sign of the Kiwi would be ineffective. It would also be an unnecessary hindrance to the free flow of traffic that occurs most days. There are several areas to safely overtake as well. I would however support a speed reduction to 80km per hour from the current 100km on the Harbour side of Dyers Pass.</p> <p>Given my experiences on the City side of Dyers Pass I would support the double yellow no passing line - for vehicles only. There must be the option of passing cyclists providing this is done safely.</p> <p>I would also suggest the speed limit at the cross roads of Dyers Pass and the Summit Road be reduced to 40 km - say 100 meters either side. This is a high risk area, particularly in weekends.</p> <p>These changes, in themselves will make little difference unless there is improved policing and education of road users. I have rarely seen a police presence during the high use / high risk times specified above. Slow drivers holding up traffic are breaking the law and need to pull over - they are a source of frustration and encourage people to take risks to pass. Cyclist need to hug the white line and not travel at two abreast - or worse!</p>
11010	Joanne	MacGregor		do not support the plan	do not support the plan		See attached
11009	Rodger	Searle	Church Bay, RD 1	have some concerns			<p>I've tried today to make a submission earlier today on the Dyers Road proposed safety improvements proposal but had website problems.</p> <p>Is it ok that I send you my feedback here and now? (I note that today is the last day to make submissions)</p> <p>Simply put my feedback/submission is this.</p> <p>Yes - The proposed lowering of the speed limit & proposed installation of continuous no-passing lines is a good idea</p> <p>However - they will not go nearly far enough to effect the safety we all desire.</p> <p>Very few people drive drive faster than 60 or overtake on the road anyway. Those who do will often disregard the proposed lower speed & no-passing lines anyway.</p> <p>What is needed for true & full safety is a continuous safety barrier at the road edge & widening of the road from top to bottom.</p> <p>Why is it that Porters Pass has these two things yet only sees a small fraction of traffic quantity compared to Dyers? I know NZTA looks after Porters and Council looks after Dyers but this really beside the point.</p> <p>One road is very safe the other is very dangerous.</p> <p>Unless we invest in this road we will see an ever increasing toll in accidents and fatalities.</p>
11007	Dirk	De Lu	Cracroft	support the plan	support the plan	Spokes Canterbury	CCC Dyers Pass 60 km/h Speed Limit

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						Cyclists Association	<p>Spokes thanks Council for taking the initiative to make this narrow winding road a bit safer. With more people on bicycles accessing the Port Hills and even more commuting from Lyttleton to Christchurch via Dyers Pass Road this speed limit reduction is required.</p> <p>Spokes is happy to support the reduced speed limit and the addition of no passing double yellow lines.</p> <p>Please include signage reminding drivers that they may cross the double yellow lines, when it can be done safely, in order to pass cyclists and that safe passing requires leaving 1.5 meters between their vehicle and people riding bicycles.</p> <p>Implementation of both the speed reduction and safe passing should be coordinated with the police.</p>
11005	Matthew	Ross		do not support the plan	have some concerns		<p>I live in Diamond Harbour and travel to work daily by car via Dyers Pass Road.</p> <p>I am supportive of making safety improvements to Dyers Pass Road however I do not support the blanket speed limit change and continuous no passing lines as currently proposed.</p> <p>I submit that a more comprehensive and tailored package of road management action is required to improve safety on Dyers Pass whilst maintaining the flow of traffic on a significant arterial road for Banks Peninsula communities. Key issues to address include:</p> <ul style="list-style-type: none"> â€¢the poor road surface and inadequate drainage network resulting in water running across the carriageway â€¢a lack of safety barriers where there are steep drop offs â€¢a lack of clearly signposted and properly surfaced slow vehicle bays â€¢improved warning signage going into higher risk bends â€¢better separation of bicycles and motor vehicles during busy periods â€¢maintaining clear sight lines along the road corridor by better management of road side vegetation <p>My submission is made in a personal capacity as a resident of Diamond Harbour.</p>
11004	James	Kelly	Governors Bay	do not support the plan	do not support the plan		<p>Sorry for the jumping around in this report. I have left it to the last minute and trying to get my opinion out before the 5pm cut off.</p> <p>I believe the purpose of these changes is to reduce the accident rate over Dyers Pass Road.</p> <p>There are 3 main safety issues I see commuting over Dyers Pass Road daily that add to the accident rate -</p> <p>Cyclists â€” the road isnâ€™t wide enough for cyclists and cars to exist without causing each other issues. Cars pull out to overtake the cyclists without thought and consideration for drivers coming in the opposite direction. Cars also overtake on blind corners. Inconsiderate cyclists bike 2 abreast which even makes it harder to overtake them.</p> <p>Corner Cutting â€” Cars that are travelling this road are generally lazy drivers, they are very familiar with the roads and tend to cut the corners a lot. I find that pretty much every trip I take over Dyers Pass Road, I see cars cutting the corners often intruding on the other side of the road by 0.5 â€” 1.0m which im surprised this hasnâ€™t caused more accidents on a road this narrow Road. The corner cutting isnâ€™t because of speed but just lazy driving.</p>

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							<p>Boy Racers " as this road is hilly and has lots of corners, boy racers love driving this road in their spare time. I have been overtaken by boyracers in the past on blind corners. They have little concern for their own safety and even less for the other users of the road. They are often drive in groups and can be intimidating for the general road users. Boy racers currently drive over the speed limit and the change to yellow centre lines will have no effect on their driving. They also do burnouts at the sign of the kiwi and at the bottom of Dyers Pass Road in governors bay every weekend</p> <p>Another issue is oblivious drivers to what's happening around them.</p> <p>People drive over the hill in a daze going about 30km/h regularly (the weekend is terrible for slow drivers going 30-50km/h). they usually are unaware of the build up of traffic behind them and never pull over to let the faster cars past.</p> <p>In my opinion the proposed changes will have little effect on the above issues which i believe to be the main cause of accidents</p>
11003	John	Bannock		do not support the plan	do not support the plan	Optimum	See attached
11002	Mark	Belton	Governors Bay	support the plan	have some concerns		some passing areas are possible without double yellow lines
11001	Nick	Boyes	Governors Bay	have some concerns	do not support the plan		<p>The decrease in speed limit is practical, for the most part it is impossible to travel at 100km/h (as is the current speed limit on the Governors Bay side of the hill). However, it is considered that a 70km/h limit on the Governors Bay side is more appropriate than the 60km/h proposed. The reason for this is that some vehicles travel much less than this speed (I have frequently followed vehicles travelling only 30 to 40 km/h down the hill into Governors Bay) - the provision for 70km/h at least provides the opportunity to pass those vehicles on the one main straight without breaking the speed limit. Furthermore, on this straight 60km/h is much lower than the typical 'commuter' traffic speed travelled by those that use this road the most.</p> <p>To remove any potential passing opportunity between the Sign of the Takahe and Governors Bay is also a reason why I object to the proposed double yellow lines. For the most part it is self-evident that it is not safe to pass along the majority of this stretch of road in any case. However, my main reason for objecting to that aspect of the proposal is that it will make drivers less likely to move across the centreline to pass the many cyclists that use Dyers Pass Road. Furthermore, the double lines will act as a barrier and inevitably mean that drivers will position their vehicle closer to the edgeline (away from the centreline). These two factors will mean that motorists will pass closer to cyclists and create a potentially more dangerous situation (particularly for cyclists).</p> <p>Dyers Pass Road is already a difficult proposition with a wide range of users including cyclists, the odd pedestrian, sightseers/tourists not concentrating on their driving and/or otherwise travelling well below the speed limit, normal commuter traffic and 'boy racers' travelling at excessive speed. The proposed reduction in speed limit will not make that much difference, it merely formalises the reality for the vast majority of road users that do not travel above 70km/h in any case (as referred to above, 60km/h is considered too low for the Governors Bay side). The proposal to install no overtaking double yellow lines does not appear to be very well thought through and will have unintended consequences that will for the most part create a more dangerous situation. In my view funds would be better put toward managing roadside vegetation to remove the blind corners and making it much safer to pass cyclists (particularly on the Christchurch side of Dyers Pass).</p>

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11000	Angus	Loader	RD1 Lyttelton	do not support the plan	do not support the plan		<p>Regarding Speed limit I note that the key speed issue observed by me over the last 20 years of driving this road at least twice daily is "boy racers" driving recklessly. Boy Racers will ignore speed limits. Speed cameras and more policing in evening hours is a practical solution to this problem.</p> <p>Re double yellow lines, I support their use only on the multiple blind corners. If used elsewhere, this will unnecessarily restrict the large proportion of the population who do not know that they cannot pass a bicycle on a double yellow line.</p> <p>Other important measures to improve road safety should be implemented these include:</p> <p>road verge sealing and signposting (including "100m ahead" notices for tourists and those not familiar with the road) of pullover laybys for slow vehicles. There are 2-3 obvious opportunities for these on both sides of the hill.</p> <p>Restricting bicycles to not ride 2, or more abreast (a common occurrence), and road signs requiring this.</p> <p>Consideration of significantly upgrading the adjacent walking and biking tracks on the City side, to enable bicycle use and remove bicycles from the road. A significant safety advantage for cyclists and car drivers alike.</p>
10997	Roisin	Burke	Governor's bay	support the plan	do not support the plan	University of Canterbury	<p>It might be an idea to put up no cycling times at key commute hours or signs to remind cyclists to try not to cycle in the middle of the road or keep in as they then become extremely dangerous to pass - which is often necessary. I completely support the 60km speed limit as a local. I have no need to surpass this on what is a dangerous road, and it would reduce the level of road rage by a minority of those impatient with drivers going at 60km.</p>
10996	Lucy	Rayner	RD1	have some concerns	do not support the plan		<p>I would like to see the speed limit reduced. It should not be open road. There is not really anywhere on that stretch of road where 100km/h is an appropriate speed. I think a reduction to 70km/h would be a big improvement. 60km/h might be a bit slow as a lot of the commute traffic flows faster than that in the straight sections.</p> <p>I am particularly concerned about the proximity of the open road speed sign to the busy intersection at Sign of the Kiwi. Drivers should be slowed down well before the intersection. There is often slow moving traffic, congestion, cyclists and pedestrians at this intersection. Pulling out of the car park there can feel unsafe because of the speed of the traffic. I would like to see this as a slow speed zone.</p> <p>2. People often overtake cyclists on blind corners, albeit very slowly, without thinking about the consequences. The double yellow line may help this scenario, however it seems more complicated than that because it is likely to make drivers avoid overtaking a cyclist at all if the markings are for the entire section of road. Which will lead to frustrated drivers, and frustrated drivers make dangerous drivers. Maybe if it was just on the blind corners that would help.</p> <p>3. I'm concerned about late night 'boy racers' who come over Dyers Pass road to drive fast, do screeching turns, and loudly accelerate. I hear them most weekends around Governors Bay, and regularly get woken up by them. And it even makes me uneasy travelling late at night because you don't want to encounter them. This issue is not addressed by this proposal.</p>

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							<p>4. I am a keen cyclist and use Dyers Pass road to access mountain bike trails on the Port Hills. However the narrow road and fast moving traffic can make it a hairy experience. I've had many experiences of drivers passing too closely (even when the road is clear on the other side), and too fast. Driver education is key here. Maybe some more of those keep 1 m from cyclist signs.</p> <p>It is encouraging to see the issues on Dyers Pass Road being addressed but I don't believe that across the board yellow lines and a reduced speed limit will resolve all these issues, and may inadvertently cause more problems - especially for the commuters who make up the majority of road users during the week.</p>
10995	Mike	Palmer	Charteris Bay	do not support the plan	do not support the plan		<p>Lowering the speed limit in this area seems unfair for the many commuters that travel at the existing speed limit safely every day. The existing speed limit was implemented decades ago when much older vehicles were on the road without the safety features and stopping power of today's modern vehicles. Most vehicles now have things such as disc brakes, ABS and traction control.</p> <p>The current speed limit, signage and road marking seems consistent with other similar Banks Peninsula roads. I suspect some accidents that occur on these roads are caused by people exceeding the speed limit.</p> <p>It is unlikely that these proposed changes will stop or change drivers who currently break the speed limits and drive recklessly.</p> <p>We regularly have drivers traveling on this stretch of road who do not pull over to let vehicles pass, sometimes with 10 or more cars following them. Perhaps passing bay signage would improve this.</p> <p>My wife and I have been commuting on this stretch of road to Christchurch for the past 5 years safely with no issues however on occasion I have needed to pass cars or heavy trucks traveling at 30kph or less on this stretch of road. No passing lines could create more congestion in these circumstances. I feel that it is safe to pass a truck traveling uphill at 15kph or a cyclist traveling uphill at 5kph with a clear stretch of road ahead. If the road is clear I would prefer to cross the centre line when passing cyclists, this is generally required to get past them safely therefore I consider continuous yellow no passing lines impracticable and is potentially introducing a hazard in these circumstances.</p> <p>Recommendations:</p> <ul style="list-style-type: none"> • Signage to look out for cyclists. • Signage for slow vehicle bays. • Slow vehicle bays/passing lane. • Dedicated footpath & cycle lane.

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							<p>â€¢ Put yellow no passing lines leading up to blind corners only (although it is already illegal to pass in these circumstances).</p> <p>â€¢ Do not decrease the existing speed limit.</p>
10994	Sam	Weston	Governors Bays	do not support the plan	do not support the plan		<p>The change in speed limit will have no effect on the amount of collisions which occur and will only frustrate people. I also understand it will almost make no difference on travel time but that isn't the point. In terms of the yellow line, I personally feel that it isn't a necessary change. I propose an adequate solution is to prune a of the foliage which prevents line of sight around the road. I notice a lot of overgrown areas where I think to myself a lot of people would take a risk since they aren't able to see ahead of themselves.</p> <p>I mean seriously you guys couldn't propose anything better than this.....</p>
10993	Bruce	Loader	Governors Bay	do not support the plan	do not support the plan		<p>Regarding Speed limit I note that the key speed issue observed by me over the last 20 years of driving this road at least twice daily is "boy racers" driving recklessly. Boy Racers will ignore speed limits. Speed cameras and more policing in evening hours is a practical solution to this problem.</p> <p>Re double yellow lines, I support their use only on the multiple blind corners. If used elsewhere, this will unnecessarily restrict the large proportion of the population who do not know that they cannot pass a bicycle on a double yellow line.</p> <p>Other important measures to improve road safety should be implemented these include:</p> <p>road verge sealing and signposting (including "100m ahead" notices for tourists and those not familiar with the road) of pullover laybys for slow vehicles. There are 2-3 obvious opportunities for these on both sides of the hill.</p> <p>Restricting bicycles to not ride 2, or more abreast (a common occurrence), and roadsigns requiring this.</p> <p>Consideration of significantly upgrading the adjacent walking and biking tracks on the City side, to enable bicycle use and remove bicycles from the road. A significant safety advantage for cyclists and car drivers alike.</p>
10992	Mike	Palmer	Charteris Bay	do not support the plan	do not support the plan		<p>Lowng the speed limit in this area seems unfair for the many commuters that travel at the existing speed limit safely every day. The existing speed limit was implemented decades ago when much older vehicles were on the road without the safety features and stopping power of todayâ€™s modern vehicles. Most vehicles now have things such as disc brakes, ABS and traction control.</p> <p>The current speed limit, signage and road marking seems consistent with other similar Banks Peninsula roads. I suspect some accidents that occur on these roads are caused by people exceeding the speed limit.</p> <p>It is unlikely that these proposed changes will stop or change drivers who currently break the speed limits and drive recklessly.</p> <p>We regularly have drivers traveling on this stretch of road who do not pull over to let vehicles pass, sometimes with 10 or more cars following them. Perhaps passing bay signage would improve this.</p>

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							<p>My wife and I have been commuting on this stretch of road to Christchurch for the past 5 years safely with no issues however on occasion I have needed to pass cars or heavy trucks traveling at 30kph or less on this stretch of road. No passing lines could create more congestion in these circumstances. I feel that it is safe to pass a truck traveling uphill at 15kph or a cyclist traveling uphill at 5kph with a clear stretch of road ahead. If the road is clear I would prefer to cross the centre line when passing cyclists, this is generally required to get past them safely therefore I consider continuous yellow no passing lines impracticable and is potentially introducing a hazard in these circumstances.</p> <p>Recommendations:</p> <ul style="list-style-type: none"> â€¢ Signage to look out for cyclists. â€¢ Signage for slow vehicle bays. â€¢ Slow vehicle bays/passing lane. â€¢ Dedicated footpath & cycle lane. â€¢ Put yellow no passing lines leading up to blind corners only (although it is already illegal to pass in these circumstances). â€¢ Do not decrease the existing speed limit.
10991	Marie-Jeanette	van der Wal	Governors Bay	support the plan	have some concerns		<p>I welcome the intention of the Christchurch City Council to improve safety for all users of Dyers Pass Road. If the proposed speed limit of 60km/h is clearly signposted, and enforced, it should change the perception of some car enthusiasts aka boy-racers, as well as motorcyclists, that this road is a recreational speedway track. However, the proposed yellow passing lines may cause confusion in regard to safely overtaking cyclists, and I recommend that these are used in the bends only, to give a visual reminder to motorists not to overtake in bends. Furthermore, I would recommend signs at either ends of Dyers Pass indicating that this is a dangerous road, extreme care is needed, and overtaking around bends is not allowed. I would also recommend clearing of bushes along the road, which block the view for safe overtaking. The proposed changes may be a step to better road safety, and may educate inexperienced drivers and tourists, but do not address the issue of boy racers, unless proposed changes are actively enforced by police during the hours between 10pm and 6am.</p>
10988	Chris	Cole	Governors Bay	support the plan	have some concerns		<p>The road over Dyers Pass is narrow, with many bends, several of which are blind bends. While some drivers may feel safe driving at speeds over 60kph, many do not and limiting all to 60kph will improve safety. The 50kph limit in force for many weeks after the fires did not seem to cause any problems and it certainly felt safer to drive over the hill.</p> <p>I frequently encounter drivers approaching me on the hill with their offside wheels either running along the centre line, or over the centre line, even around blind bends. This can occur whether or not the vehicle is passing cyclists. Double yellow lines on these bends may assist with this.</p> <p>None of these initiatives, however, will have any effect of the so called 'boy racers'. Low profile traffic islands at the bottom of the hill at Governors Bay, at the sign of the kiwi and the sign of the Takehe will prevent them doing 'dough nuts'. Only sustained police enforcement will deter them from their nightly tyre screeching, high speed antics.</p>
10984	M T	Calvert		do not support the plan	do not support the plan		<p>This road is not a playground - get rid of the "boy" racers and road hogging cyclists.</p> <p>Your statistics are flawed - approx. 18 accidents a year? considering the volume of traffic - so what?</p>

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							Have you considered the folks that live in this area? used for work trips more "desk" work seems to be needed.
10983	Colin	Hubbard	Cashmere	support the plan	support the plan		
10982	Denise	Hellebrekers	Governors Bay RD1				<ol style="list-style-type: none"> 1. Recommend speed be a maximum of 70 km. We feel this is the easiest solution and it would be good to implement asap. 2. No double yellow lines except for dangerous areas - before corners etc 3. More road side barriers 4. Trimming vegetation to help vision of road. This would be great 5. More passing bays. Notification / signs of passing bays - encouraging cyclists to go into passing bays 6. No gravel in passing bays - so cyclists can safely use these areas to let cars pass them - cyclists. 7. Rapaki track & Bridle Path asphalted areas for bikes to do hill work - instead of Dyers Pass 8. Limit big trucks & buses on Dyers Pass. 9. Get asphalt that does not skid - to stop boy racers. 10. Traffic Islands at bottom of Dyers Pass Governors Bay - Main Road
10981	Alastair	McLean	Governors Bay	do not support the plan	do not support the plan		I do not support the current proposal to change the speed limit and introduce double yellow lines on Dyers Pass Road, it will do nothing to mitigate the increasing anti social and dangerous behaviour of "boy racers" who are disturbing the neighbourhood and increasing the crash statistics.
10980	Jane	Mossman	Governors Bay	do not support the plan	do not support the plan		We do not support the current proposal to change the speed limit and introduce double yellow lines on Dyers Pass Road, it will do nothing to mitigate the increasing anti social and dangerous behaviour of "boy racers" who are disturbing the neighbourhood and increasing the crash statistics.
10979	Althea	Kallas	RD1	support the plan	have some concerns		<p>Double yellow no passing lines</p> <p>"The proposed double yellow no passing lines aim to prevent motorists from doing high risk overtaking maneuvers. Motorists can legally cross the double yellow lines to pass a cyclist provided it can be done safely."</p> <p>Sorry, this kept me awake last night. Of course you need to be able to overtake cyclists, but there are times when you need to overtake a driver, too. It's a long and very frustrating stretch to get stuck behind a timid or incompetent driver who is either going too slowly or is driving erratically. Let us get past them, too, when it's safe. Leave gaps in the double yellow lines, please. Decide where you really need them. Don't suddenly say that no one can ever pass anyone, and don't go from a road with no limits whatsoever to one with unnecessary limits.</p>
10978	Stephanie	Cullen	Redwood	do not support the plan	support the plan		I think that introducing continuous no-overtaking lines is a good idea and will increase safety, however lowering the speed limit will increase driver frustration and is not necessary on this road.

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10976	Arthur S	Moore		support the plan	have some concerns		<p>60 km is a sensible speed for this section of road.</p> <p>Proposed Yellow no passing lines</p> <p>This is not a sensible proposition.</p> <p>Image being stuck behind - say a laden concrete truck from the 'Takahe' to the 'Kiwi' - very frustrating - or behind a cyclist doing 10-15 kph uphill and unable to pass because the road is narrow - dangerous because drivers will try to pass without going over the 'no passing' centre line.</p> <p>Very dangerous fro the cyclists!</p>
10975	Jan	Millar	Givernors Bay	do not support the plan	do not support the plan	Governors Bay Community Association (GBCA)	<p>This submission does not condone the behaviour of what are termed boy racers, the main purpose is to seek a sensible solution to the traffic management of Dyers Pass Road, one in which the unintended consequences of attempting to manage one issue impacts on another.</p> <p>Views represented in this submission arise from multiple conversations with residents and the members of the GBCA committee who are all concerned about the impact of the proposal.</p> <p>The concensus (100%) is that we do not support the proposed 60km speed limit.</p> <p>The majority did not support the proposed passing lines except on dangerous corners/bends in the road.</p> <p>We feel the proposed changes will not prevent the current activities we find distressing as a community. Current illegal practices ie exceeding speed limits are currently unable to be regularly enforced and so further restrictions will not improve this unless there was going to be significant increased resource in policing the new proposed regulations.</p> <p>There are some simple things that we feel could improve the overall experience when driving over Dyers Pass Road :-</p> <p>Passing bays could be better signposted</p> <p>More regular attention to overhanging greenery ofcurrent signage (in particular the 50km sign as you approach GB) and between Victoria Park and Cashmere.</p> <p>Change the surface of the road at the intersection of GB road and Dyers pass Road - a more corrugated effect the same as the hairpin bend half way up DPR (GB side) would prevent people "wheeling" and "skidding".</p> <p>Please do not hesitate to contact me on [REDACTED] (Karen Banwell) Chair GBCA</p>
10974	Stuart	Hodge	Governors Bay	do not support the plan	do not support the plan		
10973	John	Aitken	Christchurch	have some concerns	support the plan		<p>Exiting Pentre Terrace at the moment is dangerous. Traffic approaching from the Dyers Pass side of the hill are usually traveling in convoy and try to overtake wherever possible. There are also cyclists traveling at speed towards the exit to Pentre Terrace. There is currently a short space of time between a clear road and the appearance of more cars coming down the hill. This happens because of the sharp turn on Dyers Pass preceding Pentre terrace. There is simply too little time to make a safe entry onto Dyers Pass. Opposite Pentre Terrace are side roads by the Takahe that also carry traffic for Victoria Park and the residences on that side of the hill. Speeding up the traffic prior to these intersections and feeder roads will be begging for accidents. My suggestion is that the 50kph limit is retained well before the downhill run towards Pentre Terrace. ie before the built up residential area</p>

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10971	Nick	Harwood	Governors Bay	do not support the plan	do not support the plan		<p>I know this road very well having driven it almost twice daily for over 10 years.</p> <p>I have reviewed the accident data and it is evident that a large proportion of accidents likely involve drivers who do not drive to the conditions and do not take heed of the existing road signage and markings. They are dangerous / anti-social drivers. I expect the proposed changes will mean little to those drivers so will make little, if any, improvement to road safety.</p> <p>I believe that if effective police monitoring and enforcement were applied to the current road we would see a material improvement in road safety. Any proposed changes to speed limit or adding double yellow lines would also need police monitoring and enforcement to be effective, so why not apply that police monitoring and enforcement to the current road? This is what will make the difference.</p> <p>I believe the proposed yellow lines will make drivers pass cyclists with less clearance thus endangering the cyclists, so I do not support the yellow lines on the whole route as proposed.</p> <p>I believe the 60km/h speed limit will unnecessarily thwart traffic flow over those lengths of road that can be safely traveled at greater speed by the many people / commuters who know the road. There are definitely many slow speed areas that the road conditions/geometry dictate. I do not support the 60km/h speed limit on the whole route as proposed.</p> <p>I request CCC commissions a thorough independent expert review of the accident data including an options assessment for long-term safety improvements provided for public review and consultation. This work should be undertaken in 2018 as there is a clear need for progress in addressing Dyers Pass Rd safety.</p> <p>The road and access to the hills appears to be coming more popular. The road was not built for the volume and type of traffic (cars & cyclists). I would like to see CCC looking at long-term effective safety improvements, including adding a cycle lane. The key length of interest for cycle safety is the uphill lane from the Sign of the Takahe to the Sign of the Kiwi. This is the type of road improvement needed to bring the road up to a better standard consistent with its current and future use.</p> <p>Summary of key improvements required:</p> <ol style="list-style-type: none"> 1. Police monitoring and enforcement of existing road 2. Independent expert review of the accident data and options report for public review and consultation 3. Uphill cycle lane from the Sign of the Takahe to the Sign of the Kiwi

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10969	Timothy	O'Brien	Governors Bay	do not support the plan	do not support the plan		I don't see the need to alter the current status of the road. I'm happy with the current limits set & disagree with db yellow lines being installed, as i don't believe they will provide a safer environment. If Road users abide by the rules currently set I suggest the road is as safe as it can be - it is generally people who don't abide with the rules (be they Motorists, Cyclists, tourists,& people unfamiliar with hill driving) that create problems
10968	Nick	Rayner	Governors Bay	do not support the plan	do not support the plan		<p>While I agree with the goal of making Dyers Pass Road safer for drivers and cyclists, I don't believe the proposed changes will achieve this.</p> <p>From reviewing the data, and my own personal experience as a driver, and a volunteer Fire Fighter in Governors Bay, I believe the two main causes of accidents and near misses are:</p> <ol style="list-style-type: none"> 1. Joy riding drivers late at night and in the early hours of the morning, breaking the existing road rules and driving unsafely. 2. People travelling up Dryers Pass, cross the yellow line to over take cyclists, including on blind corners. <p>I believe the best solutions to these problems are:</p> <ol style="list-style-type: none"> 1. Increased policing of the existing road rules, especially at night. 2. More signage to make people aware of the dangers of crossing the center line into oncoming traffic, and safe passing distances for cyclists. 3. Double yellow lines on approaches and through corners. 4. Ideally road widening, particularly the Chch side to allow cyclist to be passed more easily. Could a "clip on" cantilevered cycle path be added on the outside of the road, for uphill road bikes? Or 5-10 bike layby's to allow cars to pass safely. <p>I believe it would be appropriate to reduce the speed on the Governors Bay side to 70km/h. From my regular use of the road as a GB resident for the last 13 years, I believe this is a safe and appropriate speed.</p> <p>Please seriously consider this input from those of us that use the road most open, have had to deal with the results of the accidents.</p> <p>Thanks.</p> <p>Nick Rayner.</p>
10967	Paul	Kelly	Governors Bay	do not support the plan	do not support the plan		<p>I do not support double yellow lines as I believe the level of misunderstanding of double yellow lines is such that many drivers will pass cyclist whilst trying to keep with in the double lines thereby endangering cyclists. Additionally the reduction of speed to 60km/hr seems excessive, particularly in the lower section of dyers pass road on the</p> <p>governors bay side of the summit road.</p> <p>Given a large portion of accidents are 10pm-3am Thursday-Saturday nights it is unlikely any change in speed limits will change behaviours without the law being policed.</p> <p>I would support a 70km/hr limit for the complete section from sign of takehe to Governors bay, but feel that a reduction to 60km/hr is both unnecessary and unlikely to result in a lower rate of accidents and resultant injuries.</p>
10966	Tessa	O'Brien	RD1 Lyttelton	have some concerns	do not support the plan		Having driven over this road every day for 20 years, I strongly believe majority of traffic issues involve cyclists or incompetent driving

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10965	Maureen and house guest	Page	Cashmere	do not support the plan	have some concerns		<p>Speed limit at 50mph. A passing bay for slow vehicles - many tourists and locals are nervous along this road.</p> <p>Fixed speed camera at top of Dyers Pass near Sign of Kiwi and another between Dyers Pass & Governors Bay.</p> <p>Pentre Trc /Dyers Pass intersection - this is hazardous. Cars and cyclists speed around the corner. There have been a number of cars crashing into properties, some not reported. Report submitted by Grant Read should be considered.</p>
10964	Linda	Hook	Lytellton	do not support the plan	do not support the plan		<p>Reducing the speed limit will in my opinion not reduce the incident of accidents on this road. The majority of the road users that use the road everyday obey the existing speed limits and the present limit allows the option of passing slow vehicles when it is safe. If the council looks at the crash data I would suggest that a lot of the accidents occur late at night and early in the mornings. I have lived in Governors Bay for more than 10 years. Over the last few years there has been a significant increase in the amount of vehicles coming down the hill into the bay, late at night and early in the mornings at speed which sound like they are traveling at an unsafe speed. If your staff have been using the road they will be able to tell you of the marks on the road showing drifting has taken place. There seems to have been little done to enforce the speed limits as they apply at the moment. This type of driver will not take any notice of the speed limit and therefore there will be little reduction in the accident rates.</p> <p>Proposed Yellow Lines.</p> <p>I was under the impression that it is against the law to cross a yellow line to overtake, and assumed that this would also apply when overtaking a cyclist. I would suggest that most people would believe this to be the case. Therefore if the yellow lined are painted, there is going to be long lines of motorists behind slow vehicles and cyclists everyday. Drivers may be more likely to pass a cyclist without leaving the recommended 1.5 metre clearance to avoid crossing the yellow lines. This road must be safe for everyone to use including cyclists.</p> <p>I think the proposals would impact greatly on the locals who use the road daily and in a safe manner. The majority of people who speed will ignore any changes unless vigorously enforced. The council could assist in the safe use of the road by removing trees and long grass to allow better vision on the road. Also if passing bays were well maintained it would encourage motorists to use them.</p> <p>Yours sincerely</p> <p>Linda Hook</p>
10963	Rachelle	Walker	Governors Bay	do not support the plan	do not support the plan		<p>Hi there,</p> <p>I travel this road over 1000 times per year and the only time I have problems is at night. Yellow lines and a lower speed limit will not prevent the boy racers crashing their cars at night or those individuals intent on committing suicide using the road.</p> <p>I am a mum of three and an emergency department doctor. These changes will cause more problems, forcing motorists to overtake too closely to bikes, unaware that they are allowed to cross the double yellows- I wouldn't have known this!! As a result more cyclists will be knocked of their bikes, this proposal is a disaster waiting to happen...</p> <p>I suggest the money is spent cutting back the vegetation and cutting down over hanging trees, this would improve visibility significantly and immediately make the road safer.</p> <p>Do not lower the speed limit, 60 is too slow for the vast majority who drive this road regularly and are patient for tourists and individuals who decide to cautiously drive the road at 40km.</p> <p>Rachelle Walker</p> <p>Please do not make this changes as they will do very little to reduce accidents at night</p>

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10962	Andrew	Macgregor	Governors Bay	do not support the plan	do not support the plan		See Attached.
10961	Edmund Grant	Read	Christchurch	have some concerns	have some concerns		<p>I reside in Pentre Terrace, and am familiar with Dyers Pass Road</p> <p>For the record, I consider that some of our speed limits are already too low, and am not entirely pleased by recent changes elsewhere around Christchurch.</p> <p>In my view, the only way this particular route can be made truly safe for cyclists is to keep them right off it, by creating a parallel cycleway, probably downhill from the existing road. But that is not going to happen anytime soon, so we are left with a dangerous mix of motor vehicles and cyclists, some of whom will inevitably come downhill at excessive speeds, wobble out of line uphill, and pass each other without much apparent effort to check for passing cars in either direction. This does not make for a good mix with irresponsible and/or frustrated motor cyclists and motorists, wanting to get somewhere fast, or keen to show what their various machines can actually do.</p> <p>So long as this mix persists, then, I broadly support the proposed changes.</p> <p>â€¢ But I do have some suggestions that I believe should be considered, with respect to changes in the current 70/100kph zones</p> <p>â€¢ And I do have major reservations with respect to changes proposed for the current 50kph zone, along with several related suggestions which I will explain at the end.</p>
10960	Althea	Kallas	RD 1	support the plan	support the plan		<p>Yes yes yes. This is the most dangerous stretch of road I've seen, made even worse because it is close to a city (= used regularly by a lot of people, cyclists, and visitors). You know this. It has everything going against it -- narrow; steep; tight corners; poor visibility; often wet or icy; long unprotected stretches; straight downhill from the tarseal. It's worse than the Manawatu Gorge (which I travelled regularly, without any worry, for 15 years) or any South Island pass. The slightest miscalculation, distraction, or hoon brain on anyone's part puts many people at serious risk, even those who aren't doing anything wrong. If it were a business with Health and Safety accountability, it would be closed immediately until proper safeguards were put into place. It needs not only a 60kph limit, but LOTS more protective railing along all the sides. It is used by big trucks when the tunnel is closed. As stated above, even a small distraction can lead to someone going over the edge and rolling straight downhill. We lost our house in Lyttelton and would love to consider being in Governors Bay, but we can't do that. We've been back and forth enough times to know that the reality of 'doing the hill' is just too scary. The sad part is that we believe it could be significantly improved. Of course there's a cost, but don't ignore the huge payback. A 60kph limit is an essential start, though. Good luck.</p>
10959	Jeremy	Haines	Governors Bay	do not support the plan	do not support the plan		
10958	Gail	Weaver	Governors Bay	do not support the plan	do not support the plan		The reduction of the speed limit over the whole of the proposed area to 60kph is unnecessary and will result in yet more frustration for competent drivers.

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							<p>We currently have the situation where unskilled/inexperienced/tourist drivers frequently drive at well below the posted speed limits, causing hold ups to drivers stuck behind them; these drivers seldom show the consideration of using their rear-view mirrors to check whether there are vehicles behind them, and certainly never follow the instructions in the road code to not impede traffic. It is highly likely that such drivers would regard a lowered speed limit as indication of difficult conditions, and continue to drive well below the posted maximum (i.e. even slower than they do now).</p> <p>The current limit of 70kph from the Kiwi to Pentre Terrace is both safe and reasonable. The limit of 100kph from the Kiwi to Governors Bay may bear some review, but certainly never as low as 60kph.</p> <p>My greatest concern is that the council are giving far too much credence to the opinions and canvassing of a vocal minority of people, when the majority of residents are comfortable with, and competent using, the current speed limits.</p> <p>Introducing double yellow lines for the whole of the route is ridiculous. In spite of the council's assertion that it is legal to cross such lines to overtake cyclists, that is not what is spelt out in the Road Code. And whilst the legal opinion sought may well be correct, the fact is that the majority of motorists (and probably traffic police as well) will assume that what is written in the road code is what applies; therefore no law abiding motorist will overtake even cyclists, causing massive hold ups on uphill journeys, and even more frustration and anger against cyclists.</p> <p>Bear in mind, also, that the proposed changes would not affect those who cause most of the problems – the so-called "boy-racers" who have no regard for road rules anyway.</p>
10957	Richard	Weaver	Governors bay	do not support the plan	do not support the plan		
10956	Rachel	Maw	Cashmere	have some concerns	have some concerns		<p>I am an affected resident and think increasing the speed limit that is currently 50 km/h will make entering and leaving Pentre Tce more dangerous for traffic. I also think it will be more dangerous crossing the road onto the start of the Harry Ell track for pedestrians, both at the very end just above Pentre Tce and at the end of the footpath on Dyers Pass Rd (near the current 50 sign). Both crossing points are blind corners and are difficult to cross as it is.</p> <p>It is also difficult as a pedestrian to cross from Pentre Tce corner to the Sign of the Takehe corner as a pedestrian, cars tend to speed up as they are nearing the end of the residential zone as it is and it is a very wide intersection to get across, especially if I am walking the dog/using a pram.</p>
10955	Simon	Swaffield	RD1 Lyttelton	have some concerns	do not support the plan		<p>My comments are based on the data included in the submission Andrew John Bannock .</p> <p>i oppose the proposal to install double yellow lines for the entire length of the road because it will not address the cause of the large majority of accidents , but will very significantly extend travel times for those for whom Dyers Pass Rd is the main access to the city. Any</p>

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							<p>installation of double yellow lines should be limited to the vicinity of the locations where crashes regularly occur. The ambiguity over whether motorists may legally cross the double yellow lines to pass cyclists is also unhelpful and needs legal determination before any change is made. Installation of passing bays should also be undertaken before any significant new restrictions on passing are imposed.</p> <p>I provisionally support the speed restriction proposed, but point out that unless it is regularly policed during the hours when most speed related accidents occur- ie late evenings through to the early morning- then the measure will be ineffective in reducing the majority of speed related accidents.</p>
10954	George	Lockyer	Governors Bay	do not support the plan	do not support the plan		please don't put double yellow lines on the road or reduce the speed limit. I would like to see removal of some vegetation along the roadside so it is easier to see oncoming vehicles.
10953	Karen	Banwell	Governors Bay	do not support the plan	do not support the plan	personal submission	please see attached written submission
10952	Mike	Harris	Lyttelton	do not support the plan	do not support the plan		<p>I would support a speed change to 70km/hr over the total distance. I would support double yellow lines on blind corners only as this is where a number of problems occur usually from those driving that are either unfamiliar with the area or tourists. I would support a total ban on heavy traffic vehicles, in particular logging trucks, tour buses, dump trucks and B-train trucks, all of which are unable to stay on their side of the road on most of the corners over Dyres Pass Rd due to their size. Ultimately, any changes made need to be policed to enforce any infringements that occur, the practicality of which is very difficult due to the geographical nature of the road. As such, any change may be a complete waste of resources.</p> <p>In the 22years I've lived in the area, 9 of which I served as a volunteer firefighter, very few local drivers (Lyttelton, Governors Bay & Diamond Harbour) have been involved in MVAs. The majority of accidents that I attended while serving as a volunteer firefighter, were #1 Boy Racers, #2 foreign/tourists drivers, #3 Slow drivers causing frustration & #4 those that are totally unfamiliar with the roads and poor driving skills. We know that Boy racers will not abide by any road law changes and a lack of education and ignorance of the others I've listed will still result in future issues. Most of the locals I've spoken to, accept and compensate for cyclists on the road, many of whom are cyclists themselves. But a positive move from the CCC would be to place single file cycling notices only along the entire route, as many cyclists tend to bunch and limit the ability to pass safely, causing more frustration for non local drivers who then overtake on blind corners.</p> <p>Or better still, clear any roadside vegetation that obscures a clear line of vision, especially vegetation that was damaged or destroyed during the recent fires.</p> <p>If the resources are available to make improvements, repair the roads properly, especially on the lower portion of Dyers Pass Rd as it descends into Governors Bay and repair all existing lay-bys, widen the road & install passing lanes. The council have no problem issuing build consents for new housing in the Lyttelton Harbour area and in doing so, increase the demand on our road. But nothing has been done to improve roading infrastructure in the past 25 years to compensate for the increase in use. Surely as ratepayers we can at least expect a safe road for all to use in a modern day society. Painting yellow lines and reducing speed limits is a cheap response and admission to a failing Christchurch City Council. Basically, putting lipstick on a pig.</p>
10951	Charlotte	Dunning		do not support the plan	do not support the plan		Although I am not a current resident of Christchurch, I grew up in Governors Bay and my family still live there. I follow developments with interest, and felt that I needed to submit to this proposal.

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							<p>I do not support the 60km speed limit.</p> <p>I do not support the double yellow no passing lines.</p> <p>What I would like to see is more maintenance undertaken on the road side. Every time I visit my family, I am struck at how much vegetation there is on the side of the road, compared to when I lived in the bay. There used to be several locations where there was sufficient visibility to be able to safely pass cyclists or slow vehicles which simply do not exist any more.</p> <p>Another frustration, for those who know the road, is that there are many places where slow vehicles can pull over to let others pass. However, because these are not signposted, non regular road users often drive straight past, which just frustrates the vehicle following. I think additional signage of those bays would improve this.</p> <p>Although it is not stated under the objectives, I understand that part of the reason for these proposed changes is to create tighter controls, to allow better enforcement of the "boy racers" who are speeding and racing on the hill at night but I believe that this proposal will negatively impact the residents and visitors to the harbour basin, who use the road on a daily basis for their commute and travels.</p> <p>I'm not sure what the answer is, but I do not believe that the speed restriction nor double yellow lines will work.</p>
10950	Philip Tree & Margie O'Reilly	None	Governors Bay RD1	support the plan	have some concerns		<p>Changed speed limit from 70 km/hr and 100 km/hr to 60 km/hr</p> <p>We strongly support the proposal to reduce the speed limit on Dyers Pass from 100 km/hr 70 km/hr to 60 km/hr.</p> <p>We also recommend the city council investigate installing speed cameras to enforce this limit.</p> <p>However, we are concerned that the map supplied shows that a short section of road within the Cashmere residential area (from Pentre Terrace to the last street-lamp - a distance of approx. 200 metres) has its speed limit raised from 50 km/hr to 60 km/hr.</p> <p>We strongly oppose raising the speed limit on this section of Dyers pass for the following reasons:</p> <ol style="list-style-type: none"> 1. Residential properties line the road on the western (downhill) side. 2. Many of these properties have driveways that do not have 'turn-around' areas , meaning that vehicles must either reverse into, or reverse out of, these driveways. 3. During the day, vehicles frequently parked adjacent to the curb on the western (downhill) lane. Due to the restricted width of the carriageway, vehicles must cross into the uphill lane to move around them. (This will be even more of an issue if double yellow lines are

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							<p>painted here - parked vehicles will block the downhill lane, with passing illegal).</p> <p>4. There are two locations where pedestrians frequently cross the road to access the Harry Ell walkway. Neither crossing place has good sightlines for either pedestrians or vehicles.</p> <p>5. There are three corners on this short stretch of road with very limited visibility. None of these can be safely driven - with regard to the limited visibility - at more than 35 km/hr.</p> <p>For these reasons it can be argued that the speed limit for this section of Dyers Pass Road should be reduced to 40km/hr. Most certainly, it should not be raised from 50 km/hr</p> <p>We would also like to see a reduced speed limit on the road between Governors Bay and Rapaki. We suggest that 70 km/hr is an appropriate speed limit for this section of road.</p> <p>Installation of continuous double yellow no passing lines</p> <p>While we support the idea of outlawing overtaking of other motor vehicles on Dyers Pass Road, we find the current proposal unacceptable.</p> <p>According to the New Zealand Road Code you can pass on a double yellow line only if you keep entirely to the left of the double yellow line at all times during the passing procedure. No exception for overtaking cyclists, or even stationary vehicles, exists, to the best of our knowledge. Lane widths on Dyers pass Road are insufficient to allow a vehicle to pass a cyclist without crossing the centre line, hence any proposal that has double yellow no passing lines painted for the entire distance is unworkable in practice and is likely to increase, not decrease, the number of accidents occurring on this stretch of road.</p> <p>An alternative might be to paint a continuous single white line along the centre line of the road, with a double yellow line only on corners where visibility is sufficiently impaired to make passing of a cyclist or stationary vehicle impossible to perform safely. We have often seen vehicles crossing the centre line while attempting to overtake cyclists on blind corners, creating a dangerous situation with regard to any oncoming traffic.</p> <p>A continuous single white line, while having no real status under New Zealand law, is widely used to denote locations where passing is unadvisable, for example, at the approach to intersections.</p> <p>Other suggestions to improve safety</p> <p>Other minor and relatively inexpensive work that would improve safety includes:</p> <ol style="list-style-type: none"> 1. Clearing vegetation from below the road in locations where this vegetation impeded visibility. Most of this vegetation either is fire damaged or are exotic weed species. 2. Replacing missing or damaged roadside reflective marker posts.

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							3. Forming, sealing and marking the informal passing place just uphill of the lower zig-zag on the Governors Bay side. This passing place is already used by some slower vehicles, for example, the Governors Bay school-bus. Properly forming and marking it will encourage other slower vehicles to pull off here.
10947	Bev & Neil	Mollett	RD 1	do not support the plan	have some concerns		I believe 70 km is more realistic. I have travelled up the hill for 27 years anytime between 4:30 am & 5 am without problems. Tailgaters are more of a problem. There is probably only 2 places that you can pass safely if the road is clear. Need to educate people to pull into slow bays and educate them not to take bends at high speeds as this appears to be where most accidents happen.
10945	Craig	Brearley		do not support the plan	do not support the plan		We drive this piece of road daily & daily I sit behind cars which drive at 30-40 kph who refuse to let anyone by despite the many pull in areas, so quick safe overtaking is required. Very few people consider other road users. I do agree that the 100 km/h on the bay side is too high & would say a reduction to 70 - 80 km/h, ideally a different speed limit (i.e. lower) for downhill traffic would make the most sense. I would like to see the pull in areas sign posted. A daily observation regarding the 30-40 km/h drivers is they speed up to 60 + km/h once there back into the houses or once they see a barrier, but at least they then keep in there own lane because there not trying to avoid the edges. This has become very obvious since the fires & drivers can now see how steep the drop offs are, hence driving over the centre lines.
10944	Paul	Ensor	Governors Bay	support the plan	support the plan		Current vehicle speeds often exceed what is appropriate for the road conditions experienced on this road. Danger of overtaking has increased due to growth of vegetation which restricts vision. Recent increase in use of this road by cyclists also makes overtaking dangerous.
10943	Lois	Christmas	Cashmere	support the plan	support the plan		
10942	Wendy	Gent	Governors Bay, RD1		have some concerns		Lived in the Bay 40 + years Ban all pedestrians, sign post @ perhaps light the Harry Ell Track. 1. 60 k thru Vic Park too fast 2. The no passing lines are superfluous 3. Develop the laybys at horse trough and on first long straight up from bay before hair pin for slow vehicles e.g. trailers, vintage cars, camper vans etc etc ! to pull over 4. Get up hill cyclists on city side off road. With bike park re opening issue re emerged. All uphill cyclist to go through Vic Park, develop track below road from upper Vic park entrance to Kiwi for up hill cyclists - seal for road bikes.
10941	Philip	Tree	Governors Bay	support the plan	have some concerns		Refer to attached file. A hard copy of this file has been posted.
10934	james	robertson	Governors Bay	do not support the plan	do not support the plan		Ahoy , with no passing lanes and a ruined pull off bay on the Gov's Bay side of the hill the No Overtaking Lanes would be a mistake. Some traffic is excessively slow ,trucks especially and most motorcycles will run out of gears if forced to remain behind them on the uphill section. The side berms are heavily encroached on by vegetation (the fire only slightly improved visibility) and if this was maintained or removed there would be good opportunities for safe passing and bicycle/jogger spotting under the current set up .

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							<p>Speed restrictions ; Whilst 60km/h on the Sign of the Kiwi to City road is an option , the Kiwi to Governor's Bay should be 80 km/h . The straight from the last bend to Gov's Bay can be negotiated in a manner that allows fluctuations in speed over 60km/h that can best match engine and foot braking . Going down from the Sign of the Kiwi in 2nd gear and/or braking perpetually is not good practice.</p> <p>pps If motorists can pass cyclists crossing the yellow lines then does the reverse also apply?</p> <p>Vehicles crossing the centre line seems to be a focus for your safety attention , great - so just ban all trucks and buses from Dyers Pass because they all crib the centre line . Also remember that inappropriate speed also applies to slow moving vehicles too.</p> <p>pps I hope the Diamond Harbour/Church Bay commuters have also been alerted to possible Dyers Pass restrictions. Cheers james</p>
10932	Andrea	Bankier	Governors Bay RD1	do not support the plan	do not support the plan		<p>Thanks you for the opportunity to submit on Dyers Pass Road proposal.</p> <p>As a resident in Governors Bay, making one or two trips a day on Dyers Pass Road, I ask that the commuter traffic from the harbour over Dyers Pass is not impacted in a detrimental manner by inadvertent side effects.</p> <p>I believe that means leaving the traffic control measures on Dyers Pass Road the same as they are now; same speed limits, and no yellow lines.</p> <p>As a morning commuter, I have noted that traffic flows over the hill smoothly and at a fairly fast pace, but within the speed limit.</p> <p>Typically up the first section of the hill you will see 70 to 80 km/h with speed varying due to the conditions after that to the top.</p> <p>From the Kiwi to the Takahe speed again varies but will travel about 60 to 65 km/h for about 70% of that section.</p> <p>Casual drivers generally drive more slowly than this and that is respected by most commuters.</p> <p>Although when the speed drops below 40 km/h it is not uncommon to see someone pass them. There are at least three places between the Takahe and the Kiwi where a driver familiar with the road can do this safely. This is often "tourists" who take a slower pace one assumes through lack of experience driving winding roads - this is well understood by the locals and the opportunity to pass if they pull over is helpful. Double yellow lines would make this impossible.</p> <p>"Boy Racers" is a term that is used to characterise those who drive excessively fast (over the current speed limit), and often recklessly and noisily.</p> <p>They do not obey the rules today and I have no reason to think that they would obey any stricter rules in the future.</p> <p>Cyclists are the also a common user group and it is no wonder as this is the only hill available to the Christchurch cycling community within a reasonable distance. Cyclists going down the hill are not normally a problem. But cycling up can be a concern as naturally they travel more slowly.</p> <p>Any road widening that can be done to improve up-hill safety for this group would be welcome.</p> <p>Overtaking</p> <p>This can be achieved at present with the speed limits of 100 km/h and 70 km/h.</p>

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							<p>Any reduction in these limits would strictly limit overtaking opportunities.</p> <p>An example: When following a slow car though Governors Bay and up the hill, you have the option to pass them when Dyers Pass changes to 100 km/h if the road is clear. But this requires accelerating to 75 or 85 km/h which is within the speed limit now.</p> <p>Likewise, travelling from the Takahe, if you are following a car at 35km/h, on exiting certain corners you can accelerate to 65 or 70 and safely overtake.</p> <p>Double Yellow Lines</p> <p>These sound like a good idea, but on examination, there are some potential problems.</p> <p>Until I phoned the Council I did not know that it is legal to cross them to overtake a cyclist, and I suspect that 99% of the public would not know that either. Therefore most motorists will either have to follow cyclists at their pace or cross the lines thinking they are breaking the law.</p> <p>Also, to safely pass a car, you must pass it immediately you see the way is clear. Even waiting 10 or 20 m out of the corner is too long as the car will invariably speed up a little as they exit and the whole manoeuvre becomes too dangerous. In talking to the Council there are rules as to how long or short these lines can be and it sounds like they cannot be painted over a short enough distance.</p> <p>Accident Statistics</p> <p>The accident stats provided by CCC indicate that accidents have most commonly occurred on Saturdays and typically late evening and into the early hours. It is doubtful that Road users at that time would obey low speed limits or double yellow lines, so again these initiatives are onerous for regular Road users and are unlikely to result in behaviour modification in those that "use" the Road - extreme measures to manage the recalcitrant few.</p> <p>In conclusion, please do not penalise the commuters who travel this road far more than the few who cause problems.</p>
10930	Michelle	Maule	Governors Bay	do not support the plan	do not support the plan		<p>The proposed plan does not address the problem.</p> <p>The problem is the fast and noisy cars that travel over the hill between the hours of darkness. They are the only ones that drive dangerously and cause accidents. Their cars are the only ones over the side of the hill or turned upside down after hitting the cliff face. They are also the only ones that overtake on the bends with oncoming traffic closing in on them and almost wiping out cyclists.</p> <p>Double lines would not be adhered to by these drivers and would only restrict local commuters.</p> <p>Decreasing the speed limit will only restrict the local commuters, the fast night drivers so not adhere to any speed limit.</p> <p>We need to go back to the problem and address the problem. More visibility of traffic management cars or cameras could be another solution.</p>
10929	Terry	White	Governors Bay	do not support the plan	do not support the plan		<p>Although the submission written below has been submitted by a fellow Governors Bay resident, I feel it is the best summary on the matter that I have seen to date. As both a daily commuter over Dyers Pass Road and a weekend cyclist who uses the Governors Bay side of the road to access the MTB trails in the hills, I feel that I have more experience of how the traffic behaves on the road than a survey of traffic behaviour by council staff, regardless of the time spent or location they chose. The people who are causing the accidents at the moment</p>

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							<p>will continue to do exactly the same regardless of the proposed changes - my addition to the summary below is that perhaps some of the funds allocated for the changes I do not support is used to allow for more barriers on Dyers Pass - particularly on our side of the hill, where I have already had 1 "boy racer" leave the road and end up metres from my house - stopped only by trees as there is no guard rail along the boundary between my property and Dyers Pass road. This section of road is already 50km/hr and no yellow lines or modified speed limits would have stopped ht accident form occurring.</p> <p>And now, the summary as written by a fellow resident, thank you....</p> <p>By request, please find below my submission to the council about reducing the speed on Dyers Pass Road.</p> <p>I am writing concerning Dyers Pass Road.</p> <p>Recently there have been a lot of complaints about "Boy Racers" .</p> <p>This letter is not in any way to condone their behaviour, but is to ask for considered measures in response.</p> <p>The main purpose of this letter is to ask that the commuter traffic from the harbour over Dyers Pass is not impacted in a detrimental manner by inadvertent side effects.</p> <p>I believe that means leaving the traffic control measures on Dyers Pass Road the same as they are now; same speed limits, and no yellow lines.</p> <p>My observation of the traffic over Dyers Pass is that it falls into four distinct categories:</p> <ul style="list-style-type: none"> • Commuters • Casual (occasional) drivers • Boy racers (for want of a better term) • Cyclists <p>The best time to observe commuters is between 6:00 and 8:30 am when they are almost the only drivers on the road.</p> <p>You will see that the traffic flows over the hill smoothly and at a fairly fast pace, but within the speed limit.</p> <p>Typically up the first section of the hill you will see 70 to 80 km/h with speed varying due to the conditions after that to the top.</p> <p>From the Kiwi to the Takahe speed again varies but will travel about 60 to 65 km/h for about 70% of that section.</p> <p>Casual drivers generally drive more slowly than this and that is respected by most commuters.</p> <p>Although when the speed drops below 40 km/h it is not uncommon to see someone pass them. There are at least three places between the Takahe and the Kiwi where a driver familiar with the road can do this safely.</p> <p>I generally encounter one or two drivers travelling at 40 km/h or less a month, often in the weekends.</p>

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							<p>“Boy Racers” is a term that is used to characterise those who drive excessively fast (over the current speed limit), and often recklessly and noisily.</p> <p>They do not obey the rules today and I have no reason to think that they would obey any stricter rules in the future.</p> <p>Cyclists are the forth user group and it is no wonder as this is the only hill available to the Christchurch cycling community within a reasonable distance. Cyclists going down the hill are not normally a problem. But cycling up can be a concern as naturally they travel more slowly.</p> <p>I used to cycle this road, but now will drive to the Takahe and cycle from there as it is much safer.</p> <p>Any road widening that can be done to improve up-hill safety for this group would be welcome.</p> <p>Overtaking</p> <p>This can be achieved at present with the speed limits of 100 km/h and 70 km/h.</p> <p>Any reduction in these limits would strictly limit overtaking opportunities.</p> <p>An example: When following a slow car though Governors Bay and up the hill, you have the option to pass them when Dyers Pass changes to 100 km/h if the road is clear. But this requires accelerating to 75 or 85 km/h which is within the speed limit now.</p> <p>Likewise, travelling from the Takahe, if you are following a car at 35km/h, on exiting certain corners you can accelerate to 65 or 70 and safely overtake.</p> <p>Double Yellow Lines</p> <p>These sound like a good idea, but on examination, there are some potential problems.</p> <p>Until I phoned the Council I did not know that it is legal to cross them to overtake a cyclist, and I suspect that 99% of the public would not know that either. Therefore most motorists will either have to follow cyclists at their pace or cross the lines thinking they are breaking the law.</p> <p>Also, to safely pass a car, you must pass it immediately you see the way is clear. Even waiting 10 or 20 m out of the corner is too long as the car will invariably speed up a little as they exit and the whole manoeuvre becomes too dangerous. In talking to the Council there are rules as to how long or short these lines can be and it sounds like they cannot be painted over a short enough distance.</p> <p>Traffic Statistics</p> <p>Please be very wary when hearing stats on traffic and speed.</p> <p>The traffic over the hill is very temporal and spatial. There are different traffic characteristics at different times of the day and different speeds on different sections of the road.</p> <p>An example: I saw that speed was being measured on the hill just on the town side of the Kiwi. Traffic naturally travels more slowly over that section as there is an intersection at the top and a sharp corner at the bottom. So placement of the survey will affect the results.</p>

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							<p>I do not know if they filter a series of cars down to just one car or count them all. But generally on the hill if you have a line of cars, it is because the front car is causing all of the rest to travel slower than they want to.</p> <p>Also, if looking at speeds, it should be broken down into hours, so that you can see how commuter traffic flows more freely than weekend traffic.</p> <p>In conclusion, please do not penalise the commuters who travel this road far more than the few who cause problems.</p>
10928	Stephen	Dower	Diamond Harbour	have some concerns	have some concerns		<p>Add cyclist lanes, slow vehicle bays and fix the roads in Governors Bay.</p> <p>The best improvement would be to add a cyclist lane ether next to the road or even better, the walk track, I have seen or been involved in near misses with people trying to overtake cyclists maybe once a month.</p> <p>Adding yellow lines would make it very hard to get passed the people who drive at 30 or even 20, especially when some people don't know how to use a slow vehicle bay, so make the slow vehicle bays bigger, better and obvious for them.</p> <p>A BIG problem with the Dyers pass to Governors bay connection is that most of the roads in Governors bay are REALLY bad, resulting in people driving a winding path to avoid pot holes or else losing a bit of traction and/or control.</p>
10926	Andrew	Dower	Diamond Harbour	do not support the plan	do not support the plan		<p>My wife & I have been traveling over that road for the last 24 years never a single problem. You decide to disrupt getting to town just because of a few hoons who will not give a dam about the set speed. You put a double yellow Line in there will be lines of cars stuck behind someone sitting behind a cyclists daring not to pass on the yellow. You think people use the slow vehicle lane then watch the one between Lyttelton & Goves & coming into Charteris Bay, people don't use their rear vision mirror. Teach them how to drive don't penalise competent drivers.</p>
10922	William Brian	Earl	Cashmere	support the plan	support the plan		
10921	Duncan	Harvest	Governors Bay, RD 1	have some concerns	do not support the plan		<p>I note that more than half this road length is very windy & narrow & bumpy so a 50 km/hr limit is probably more realistic in those places.</p> <ol style="list-style-type: none"> Sometimes old people or tourists can hold up traffic & there are some places where it is safe to pass. Overtaking of cyclists can be very dangerous unless it's a straighter section of the road - I find this confusing if this is legal with double yellow yet still very risky For the above reasons this is a waste of ratepayers money and will not be enforced by the Police. <p>Existing Speed Limit Signage</p> <p>1051 Dyers Pass Road, Governors Bay</p> <p>The current speed limit signs are inappropriately located, and this makes it dangerous when entering or exiting the right of way, which provides access to 4 properties (including mine)</p> <p>Please refer to the attached plan showing the situation</p> <p>Additionally, the signs do not coincide with the residential zone boundary</p> <p>Recommendation : For the above reasons of safety, and alignment with town boundary, the signs should be shifted uphill tot he extent of the residential zone boundary (and near the right of way entrance) as shown on the attached plan.</p> <p>Regards Duncan Harvest</p>

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10920	Viv	Smith	Governors Bay, RD 1				<p>I do not support the 60km speed limit nor the no passing lines.</p> <p>Comments:</p> <ol style="list-style-type: none"> 1. 70 km is okay speed if people stick to the road code! 2. No passing lines on the blind corners would be agreeable to stop people overtaking cyclists at these points - insane !! 3. Seal the wider shoulders of the road that at present are uneven & rutted but wide enough for a vehicle to pull over into - label as 'pull over & let people pass' perhaps. 4. Cut the trees down that obscure the vision along the straighter stretches of road. Many are burnt now anyway, on the upper part of town side of road. 5. Have a moveable camera for a while to catch the antics along various sections of the road. I would be so thankful if you could arrange the erratic, centre-line crossing, rubber necking, in such a rush, talking on phone, terrified of the hill (20 - 30 km per hour & hugging white line), I have x-ray vision like superman so can overtake anywhere - to be stopped and given a ticket. 6. Sign of the Kiwi turn off at the weekends - very interesting manoeuvres by vehicles and pedestrians alike. Signage re hidden / obscured roads perhaps??
10918	Mike	Smith	Governors Bay	do not support the plan	do not support the plan		<p>Lived here for 25 years & commuted most of that time. My comments are;</p> <p>Speed is not the issue. Presently the road is not policed. Our near misses are from the following</p> <ol style="list-style-type: none"> 1. Oncoming traffic crossing centre line on blind corners (both cutting corners & overtaking bikes) 2. Frustrated drivers overtaking SLOW vehicles doing speeds of 30 km/hr, we can safely overtake these "rubber neckers" (they are usually showing passengers the view judging by the pointing!) in several places. Yellow lines will prevent us getting past. 3. Drivers texting or on phones makes them erratic & often they have to slam on brakes at corners as distracted. <p>All we ask is for the current laws to be enforced to make the road safer, speed limits & yellow lines will be ignored by the current offenders as well, & just frustrate the rest of us.</p>
10906	Lee	Weston		do not support the plan	do not support the plan		<p>Firstly, let me tell you that I commute this road every day and at many times of the day.</p> <p>It's breath-taking that the only way CCC sees to address safety concerns on Dyers Pass Road is to add to the congestion for road users by the two measures you propose. Your proposed investment of a few litres of yellow paint and a couple of metal speed signs is insulting to all road users.</p> <p>Most of the contributing factors to road safety are failures of the Christchurch City Council.</p> <p>They are â€¦</p> <p>â€¦ Negligible, if any (!) maintenance of numerous parts of road surface that are either delaminated, corrugated or grossly uneven on the many challenging corners. For example, no maintenance has been done yet on the road approaching the Sign of the Kiwi badly damaged by the fires in February 2017!</p>

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							<p>â€¢ No cutting of the road side grass obstructing clear line of sight views across bends and obstructing road edge markers. Most markers now are hardly visible. They obstruct perfectly the profile of on-coming cyclists. This now also presents a clear and present danger of fire. Get rid of it and maintain it!!!</p> <p>â€¢ No removal of downhill scrub, trees and bushes on internal bends that completely obscure the view of on-coming traffic. Remove this vegetation. Itâ€™s the elephant in the room and has been for years! Get rid of it and maintain it!!!</p> <p>Here are other things the council must do â€¦</p> <p>â€¢ Erect signs on Dyers Pass Road between the Sign of the Takahe and Governors Bay Road prohibiting pedestrian access. Frequently (and this morning 14/12/17) there was someone on a suicide run along this road. It defies belief. Then there are the tourists, (usually Asian), who walk along Dyers Pass Road, often in groups taking photos, and certainly not paying attention to the traffic about them.</p> <p>â€¢ Prohibit cyclists from riding 2 or more abreast. Erect signs.</p> <p>â€¢ Widen the road. There are numerous sections of road that could be widened up to half a metre. That would make a big difference to the accident rate, turning â€œhitsâ€ into â€œmissesâ€ . The channel for storm water on the uphill side is barely constructed and poorly maintained. Make a more efficient use on this space, crimp some space from the hillside if you have to! The downhill side would also benefit from a better definition of the road boundary which at the moment is indiscernible.</p> <p>Here are the flaws in your logic â€¦</p> <p>â€¢ Your own statistics and accident locations clearly show that 80% of all accidents you state over the last ten years (which by the way has been on your watch!) occur between the Sign of the Takahe and the Sign of the Kiwi. This is where you should be focusing your efforts, not from the Sign of the Kiwi to Governors Bay Road. Leave us alone!</p> <p>â€¢ Your own statistics and accident locations clearly show that by far the majority of accidents take place outside resident commuting morning and evening. They take place late at night or very early morning and this comes as no surprise to commuters like me who regularly see the carnage from the night before, usually a car over the edge on your known most risky corners. Double yellow lines and speed restrictions will in no way curb the vast majority of road user crashes as these are at time when those individuals choose to live on the wild side and will continue to do so.</p> <p>And what I agree with that you proposeâ€¦</p> <p>â€¢ Reduce the speed limit from 70 to 60 between the sign of the Takahe and the Sign of the Kiwi (only!).</p>
10904	John	Sherriff	Governors Bay, RD1	do not support the plan	do not support the plan		<p>1. A 60Km/hr speed limit would penalise commuter traffic. A consistent 70Km/hr limit across the whole journey with good signage would be more reasonable.</p> <p>2. Double yellow no passing lines over the whole distance would cause huge queues to form behind a driver not confident enough to pass safely, or who was unaware that they could pass a cyclist legally. You state that â€œMotorists can legally cross the double yellow lines to</p>

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							<p>pass a cyclist provided it can be done safelyâ€ . This is open to interpretation and misuse.</p> <p>It would be better for traffic flow and easier to understand to have double yellow lines only on blind corners with no passing.</p>
10901	Pete	Simpson	RD2 Diamond Harbour	do not support the plan	do not support the plan		<p>This submission supersedes my earlier submission. Please find below my submission to the council about reducing the speed on Dyers Pass Road. This is an abridged version of another excellent submission by a local resident.</p> <p>I am writing concerning Dyers Pass Road.</p> <p>Recently there have been a lot of complaints about â€œBoy Racersâ€ , and more broadly the issue of safety on this stretch of road with a higher than acceptable rate of DSI.</p> <p>This letter is not in any way to condone the bad driving behaviour, but is to ask for considered measures in response.</p> <p>The main purpose of this letter is to ask that the commuter traffic from the harbour over Dyers Pass is not impacted in a detrimental manner by inappropriate measures such as those proposed.</p> <p>I believe that means leaving the traffic control measures on Dyers Pass Road the same as they are now; same speed limits, and no yellow lines.</p> <p>My observation of the traffic over Dyers Pass is that it falls into four distinct categories:</p> <ul style="list-style-type: none"> â€¢ Commuters â€¢ Casual (occasional) drivers â€¢ Boy racers (for want of a better term) â€¢ Cyclists <p>The best time to observe commuters is between 6:00 and 8:30 am when they are almost the only drivers on the road.</p> <p>You will see that the traffic flows over the hill smoothly and at a fairly fast pace, but within the speed limit.</p> <p>Typically up the first section of the hill you will see 70 to 80 km/h with speed varying due to the conditions after that to the top.</p> <p>From the Kiwi to the Takahe speed again varies but will travel about 60 to 65 km/h for about 70% of that section.</p> <p>Casual drivers generally drive more slowly than this and that is respected by most commuters.</p> <p>Although when the speed drops below 40 km/h it is not uncommon to see someone pass them. There are at least three places between the Takahe and the Kiwi where a driver familiar with the road can do this safely.</p> <p>I generally encounter one or two drivers travelling at 40 km/h or less a month, often in the weekends. I have called the police on *555 on many occasions to report slow and / or dangerous speeding drivers who are overtaking recklessly.</p> <p>â€œBoy Racersâ€ is a term that is used to characterise those who drive excessively fast (over the current speed limit), and often recklessly and noisily.</p>

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							<p>They do not obey the rules today and I have no reason to think that they would obey any stricter rules in the future. They generally utilise this road late evening and middle of the night - directly correlated to the time of most crashes.</p> <p>Cyclists are the forth user group and it is no wonder as this is the only hill available to the Christchurch cycling community within a reasonable distance. Cyclists going down the hill are not normally a problem. But cycling up can be a concern as naturally they travel more slowly.</p> <p>Any road widening that can be done to improve up-hill safety for this group would be welcome.</p> <p>Overtaking can be achieved at present with the speed limits of 100 km/h and 70 km/h.</p> <p>Any reduction in these limits would strictly limit overtaking opportunities, or cause regular commuters to break the law due to frustration.</p> <p>An example: When following a slow car though Governors Bay and up the hill, you have the option to pass them when Dyers Pass changes to 100 km/h if the road is clear. But this requires accelerating to 75 or 85 km/h which is within the speed limit now. I do this almost daily as there is often a slow driver I catch up to through Governors Bay, or a camper van still waking up.</p> <p>Likewise, travelling from the Takahe, if you are following a car at 35km/h, on exiting certain corners you can accelerate to 65 or 70 and safely overtake.</p> <p>Double Yellow Lines sound like a good idea, but on examination, there are some potential problems.</p> <p>I did not know that it is legal to cross them to overtake a cyclist, and I suspect that 99% of the public would not know that either. Therefore most motorists will either have to follow cyclists at their pace or cross the lines thinking they are breaking the law.</p> <p>Also, to safely pass a car, you must pass it immediately you see the way is clear. Even waiting 10 or 20 m out of the corner is too long as the car will invariably speed up a little as they exit and the whole manoeuvre becomes too dangerous. In talking to the Council there are rules as to how long or short these lines can be and it sounds like they cannot be painted over a short enough distance.</p> <p>Traffic accident statistics do not support the measures proposed. a high % of the DSI are related to racing or poor driving by a small section of the driving population using this route. There is expected to be a significant increase in safety emphasis in the next GPS and this will likely include funding for safety campaigns and increased Road Policing of safety hot spots under the RPP. This safety matter is best managed through road policing and not changes to the road management controls.</p> <p>The traffic over the hill is very temporal and spatial. There are different traffic characteristics at different times of the day and different speeds on different sections of the road.</p> <p>An example: someone noted that speed was being measured on the hill just on the town side of the Kiwi. Traffic naturally travels more slowly over that section as there is an intersection at the top and a sharp corner at the bottom. So placement of the survey will affect the results.</p> <p>I do not know if they filter a series of cars down to just one car or count them all. But generally on the hill if you have a line of cars, it is because the front car is causing all of the rest to travel slower than they want to.</p> <p>Also, if looking at speeds, it should be broken down into hours, so that you can see how commuter traffic flows more freely than weekend traffic.</p>

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							In conclusion, please do not penalise the commuters who travel this road far more than the few who cause problems. Address the root cause of the problem. I wish to appear at any hearing to submit this and further evidence in support of my position on this important community matter.
10900	Darren	Good	Governors Bay	do not support the plan	have some concerns		<p>I am opposed to the 60km/h proposed speed limit because I believe this will negatively impact those of us who commute over the hill every day as I have done for more than 5 years.</p> <p>I drive over the hill around 6am every weekday. At that time there is very little traffic about and it is perfectly safe, in good conditions, to drive down from the Kiwi to the 50km/h signs just up from the Takahe at speeds up to 70km/h. A 60km/h speed limit would either make people like me law breakers or have us watching our speedometers more often when we should be watching the road. It is a road that requires you to pay attention while travelling along it.</p> <p>Tourists, occasional hill drivers and sightseers generally drive more slowly as they are unfamiliar with the road and usually do so on weekends.</p> <p>Boy racers tend to ignore the speed limit and seem to have a high proportion of the accidents.</p> <p>I would be happy to see the speed limit on the Governors Bay side of the hill reduced from 100km/h to 70km/h as the road surface is in such poor condition (dips, hollows and off camber corners) that any speed upwards of 90km/h is turning into a bit of a white knuckle ride. 60km/h on this section I think would be too slow and would create the risk of overheated brakes (I've seen cars braking all the way down the hill into Governors Bay with smoke trailing!) as it is steeper than the city side. 70km/h is a better speed, less braking required, less speedo watching and more attention paid to the road.</p> <p>Finally, the police don't seem to spend much time enforcing the current speed limit, so I'm not convinced they will spend much time enforcing the proposed limit.</p> <p>I generally support the proposed double yellow lines because I hope that this will draw peoples attention to staying on the left side of the road.</p> <p>However there seems to be a difference of view between the council and LTSA with regard to passing cyclists on yellow no passing lines - council says you can, LTSA says you can't.</p> <p>I can only fully support this proposal if the law states that you can overtake a cyclist on a double yellow line.</p> <p>Some of the worst offenders I have seen crossing the centre line are slow drivers - it seems the slower they go, the further across the line they go - even on the straight bits.</p> <p>Another small way of making the road safer is to install better signage at the bottom of the hill in Governors Bay for traffic turning right to go to Lyttelton. Lots of people miss the turning (maybe GPS instructions aren't clear) and start driving up Dyers Pass, realise they've missed the turn and reverse back down the hill while other traffic is trying to go up. I see this about 4-5 times a week, mostly on weekends.</p>
10898	Stuart	Weaver	Governors Bay	do not support the plan	do not support the plan		While the lowered speed limits would be a small annoyance, the double yellow would be a recipe for disaster. On a number of occasions, I've followed cars that are too frightened to overtake bikes - and that's without the double yellow lines. They are highly unlikely to want to "break the law" and pass if lines are present, which leaves us with the prospect of following a bike all the way up the hill, and that would be frustrating beyond belief!

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							<p>The general understanding is that there is NO crossing yellow lines. What is likely to happen is people trying to squeeze past no matter how close to the bike they are. More accidents in the making.</p> <p>Also as someone who attends a lot of these accidents as a member of the local Fire Service, the majority are not during general commuting times, they are evenings and weekends, but these proposals will penalise the majority and not the few who will ignore them anyway.</p>
10897	Belinda	Thomas	Governors Bay	do not support the plan	do not support the plan		<p>This is a beautiful stretch of rural road in a non built up area. Typically, 4 types of users, local commuters, visitors to the area, (less familiar with the road layout and inclined to be more cautious in their driving habits), "boy racers " at night, and cyclists. What we desperately need is more passing opportunities to safely pass occasional drivers and cyclists. Definitely not double yellow lines. The current speeds are perfectly acceptable and enjoyable. Of most frustration are incompetent drivers who drive at very slow speeds in the middle of the road not letting others pass. If the verges were groomed to create clearer vision, and more passing lanes were provided, (and slower traffic encouraged to use them), all parties would be satisfied and could proceed at their own comfortable pace. It is a total cop out on behalf of the council to think the cheap option of a few signs and a lick of paint will solve the problem that is currently dividing our little community and causing so much dissention.</p>
10896	Garth	Bardsley	Governors Bay	do not support the plan	do not support the plan		<p>The Council staff speed recommendation of 60kmph in all sections from the Takake to Governors Bay is predicated on the assumption that all motorists will drive at this speed and everyone will be safe and happy. This is not the case now with certain individuals travelling as slow as 30/40 kmph, never looking in their rear vision mirrors and/or pulling over. These people are more inconsiderate than other groups they constantly complain about and agitate over to the Council. Obviously this minority is both incapable of driving over this hill and considers that all others should abide by their wishes. There is a section of the community obsessed with Boy Racers and think this group can be controlled by a new speed limit, well wake up that will not happen, nor will it be enforced by the Police who I have never seen pull over a slow driver that has a string of frustrated drivers behind it. Double yellow lines is ridiculous and gives the minority even more power to drive as slow as they wish. Everyday I see slow drivers braking at every corner regardless of their speed, crossing the yellow line repeatedly and displaying inept driving methods. Ironically I was tooted at on a corner when I was using my side of the road in the apex of a tight left hander when the SUV going in the other direction had crossed the centre line and was on my side of the road. This is the type of person complaining to the Council and probably featuring in your accident stats! I am concerned this well organised minority will win over the silent majority. I totally oppose the proposal.</p>
10891	John	Goodrich	Sumner	support the plan	support the plan	Summit Road Society Inc	<p>This should help to solve some of anti-social driving behaviour and contribute to safety on a fairly challenging road. The Society would urge the Council to consider extending similar restrictions, at least on speed limits, to the Summit Road as well.</p>
10889	George	Baildon	Cashmere	do not support the plan	do not support the plan		<p>Double yellow lines would be an eyesore on the landscape and would prevent motorists from overtaking cyclists which would create long lines of slow moving traffic.</p> <p>Reducing the speed limit would increase travel times and the road is safe to travel on at 70kph/100kph in good conditions. Ratepayer funds would be better spent adding side barriers where there are drop-offs or improving the road surface. Some corners need better signage with speed limited to 25kph for example. The sign of the kiwi needs speed limited to 10 or 20 kph as there is no visibility for right turning traffic of vehicles travelling up the hill.</p>
10888	Amy & Brett	Gardiner	Somerfield	support the plan	support the plan		<p>1x more pull in bay or a slow vehicle lane. Bike lane????!</p>
10887	Susan	Hodge	Governors Bay	do not support the plan	do not support the plan		<p>The proposed changes are not what is required to reduce the number of accidents. Analysis of the accident statistics clearly illustrate that a majority of accidents happen on Thursday, Friday and Saturday nights between 10pm and 2am. The same days and times I call *555 to report burnouts and speeding from the antisocial 'car enthusiasts'. The accidents and antisocial behaviour will NOT stop by changing the speed limit or painting yellow lines. POLICE POLICE POLICE. The road needs policing!</p> <p>Yellow lines</p> <p>Drivers who pass bikes on blind corners now will continue to do so as they clearly have no regard for their or anyone else's safety.</p>

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							<p>Instead of yellow lines fix/improve/create passing bays so that slow vehicles can pull off. You will need to change 'viewing' /parking areas to no parking and make them slow vehicle passing bays. Signage is required telling vehicles/bikes to pull over and let cars pass. Signage before and at the passing bays is also required. These passing bays need fixing/extending and sign posting regardless of any other changes. Driving this road daily I come across a huge number of cars and camper vans traveling at 30 km which is extremely frustrating. I'm happy for people to drive at a speed comfortable to them but some common curtesy and the ability to pull over so the line of traffic behind them can pass is necessary. Passing bays are required.</p> <p>Speed limit.</p> <p>60km is too slow. 100km is too fast. 70/80km is acceptable. The speed limit change from 50km should be moved to past the last drive away heading out of Governors Bay not where the 100km sign is now, a bit further up the hill.</p> <p>On another note the barrier at the Governors Bay end of Dyers Pass needs to be extended so the whole corner is covered. There is a space where speeding boy racers have crashed and thankfully been caught up in the trees and not crashed into young children's bedrooms.</p> <p>Changing the speed limit and painting some double yellow lines will not reduce the accident rate or address the boy racer issue. And the boy racers are the real issue.</p>
10886	Annette	Brockerhoff	Christchurch	support the plan	support the plan		
10885	Kim	Kelleher	Christchurch	support the plan	have some concerns		<p>I support the speed and passing restrictions and hope it provides police with the powers to address the horrific dangerous driving that locals witness almost every day on the Dyers Pass Rd. CCC is to be congratulated for seeking to make these changes.</p> <p>Greater safety for all road users would be further achieved if there were additional passing areas, lay bys and safe areas for cyclists to pull left to let traffic pass. I would like to see improvements to the road to provide more room for cyclists on this heavily used cycling route.</p>
10883	mike	simmers	LYTTELTON	do not support the plan	do not support the plan		<p>this is typical hurt the masses in an attempt to affect the minority. CCC and police have made very little to no attempt to curb the real problem here which is the boy racer issue in and around the bays (gebbies pass, summit road, dyers pass etc) and think that slowing the commute for the good people of the bay will work . it is not fair and should be reconsidered. a regular patrol car on the dyers pass road, summit road gebbies pass road would be the answer on ANY day of the week</p>
10880	Roy	Hughes				NZAA Canterbury West Coast District	<p>The proposed speed limit of 60mph on Dyers Road and the addition of yellow no passing lines is strongly endorsed by the Canterbury West Coast District Council of the NZAA. We concur that this is a high risk road, and both excessive speed and dangerous passing manoeuvres should be curbed.</p> <p>However we also suggest the council should implement additional provisions to reduce the hazardous nature of the intersection with the Summit Road at the Sign of the Kiwi. Our members have noted various incidences of motorists preparing to stop or emerging from parked cars only just avoiding clashes with vehicles passing through.</p> <p>There is a lack of signage on the approaches to the intersection to alert travellers unfamiliar with the area. The provision for parking is inadequate, and this leads to vehicles stopping in inappropriate places and putting pedestrians, cyclists and other motorists at risk.</p> <p>The AA would like to see pedestrian safety, signage and parking provision at the Sign of the Kiwi appropriately improved.</p>
10879	Oskar	Simmers	LYTTELTON	do not support the plan	do not support the plan		<p>As a frequent driver of Dyers Pass Road and a local of the Governors Bay Area I have issues with the changing of the speed limit.</p> <p>Firstly, Commute time will become drastically longer and this would be a conflict of interest for me. I usually have to drive at least 45 minutes so if Dyers Pass had a reduced speed limit it would make it very inconvenient for me and i'm sure many other commuters that</p>

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							<p>need to go into Christchurch.</p> <p>Secondly, The statistics that I have been provided have been slightly misleading. Of the 179 accidents that occurred on Dyers Pass Road, 42 (23%) of these occur within the city limits " in other words these are outside the proposal area. The actual number of accidents within the proposal area is 137. Of these 137, 41 of them are inexperienced/overseas drivers that - for the most part - never actually drive anywhere near the speed limit (30kmh) and the only reason they are a danger is because they are driving in the middle of the road.</p> <p>In conclusion the new proposed restrictions on Dyers Pass would effect me negatively and therefore I do not support the proposal</p>
10877	Christiane	Simmers	LYTTELTON	do not support the plan	do not support the plan		<p>I use Dyers Pass Road on a daily basis and I do not think that the proposed speed limit and double yellow lines will in any way solve the issues at hand.</p> <p>I have reviewed the accident statistics for the 179 accidents that have been recorded over the last ten years. Council says the main reason for speed limit is loss of control due to inappropriate speeds into bends, and vehicles crossing the centre line. Here are my comments in relation to these.</p> <p>1. Of the 179 accidents that occurred on Dyers Pass Road, 42 (23%) of these occur within the city limits " in other words these are outside the proposal area. The actual number of accidents within the proposal area is 137.</p> <p>Clearly, a change to the speed limit and double yellow lines will have no impact on the number of accidents in this area. I also note that 27 accidents happened at the intersection Hackthorne Road/Dyers Pass Road. This should be an area that Council should look at in more detail.</p> <p>2. Accident Distribution for Time of Day.</p> <p>The most dangerous time of day (excluding 1700-1800) is 2000-0100, however, Council has not provided data related to where exactly the accidents are that occur between 1700 -1800. I can imagine a lot of them would be at the intersection Hackthorne Road.</p> <p>One of the safest times of day is between 0800-0900. This is when there is actually a high volume of cars on the road as most locals commute into town and tradies etc come into the Bay, and clearly it seems to be working fine without any accidents.</p> <p>On the flipside the distribution of accidents implies that most accidents occur during the times when there is the least traffic on the road (ie 2100 " 0200), coupled with the accident distribution per day, namely Thursday after 10pm and 2am and Saturday night, it becomes evident who causes these accidents, ie boy racers who use Dyers Pass Road as their playground. A change to the speed limit will not change this behaviour or the accident rate because they would still go into a corner driving 60 km/h and would therefore still go over the edge as most of those corners can only handle a speed of less than 40 km/h. Furthermore I assume that most of those 119 accidents caused by loss of control on a bend were at bends that can't take a speed of 60 km/h so changing the speed limit will have no positive impact on the number of accidents.</p> <p>As for crossing the center line I have seen many of those racers on a Thursday or Saturday night (clearly their favourite nights for outings on the port hills), crossing the center line for no apparent reason other than the fun of disregarding the road rules. I believe that even if Council implemented the changes, this group of people would still use their lookouts on both ends of Dyers Pass to ensure no police is around and continue racing. This means that locals who have to travel over Dyers Pass, sometimes several times per day, are being punished for the actions of a group that seems to be difficult to control. This would be pretty unfair to say the least.</p> <p>3. Inexperienced Driver/Overseas Driver = 41</p> <p>I have driven behind a number of inexperienced drivers and none of them have gone faster than 30-40 km/h, mostly driving in the middle of the road across both lanes. They certainly don't need a speed limit change because they will never reach the speed limit in the first</p>

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							<p>place. I even doubt that a continuous double yellow line would make any difference because they seem to think that their car is a lot wider than the road.</p> <p>Instead of speed changes I believe Council should look at improving parts of the road. For example, the pull over bays are in very bad condition. Most people don't even consider driving onto them and letting anyone drive past because they don't want to damage their cars in a pothole. In my view more/better slow vehicle bays coupled with better signage would be a much better solution than changing a speed limit that would only have a negative impact on locals but would not have an impact on the current issues.</p>
10876	Robert	Biggs	Cashmere	support the plan	support the plan	Recently retired doctor	<p>Excellent change; long overdue. The lowered speed limit and double yellow lines will make the road safer for motorists and cyclists. There must be other roads which could benefit from these safety measures. The thought of travelling along Dyer's Pass Rd at 100km/hr and overtaking fills most of us with horror but there are always some idiots who will try one or both attempting to kill someone or committing suicide as a consequence.</p>
10873	Graham & Susan	McGeoch	Governors Bay RD1	have some concerns	have some concerns		<p>Generally agree something needs to be done so much more traffic and bikes than 30 years ago.</p> <p>Suggest speed limit Governors Bay side could be 70.</p> <p>Will not solve the worse problem cars overtaking bikes on blind corners. We have two parallel paths running beside Dyers Pass Road on the city side. Is it possible for one of these to become the bike route and ban bikes from the Takahe to Summit Road.</p> <p>I am not anti bikes but no matter what you do to road it won't stop people overtaking bikes on blind corners</p>
10872	Larry	Anderson	RD 1	support the plan	support the plan		<p>In my opinion there is very little of this road that can be driven safely at more the 60 km/hr so that change is a given.</p> <p>There seems some debate however over the legality of crossing double yellow lines to pass cyclists. This needs to be possible as sitting behind cyclists all the way up the hill will lead to frustration.</p> <p>The major problem on this road is that of boy racers. These changes will help but not really address the problem. At least their speed & passing antics will be further over the legal limits than now. There needs to be a greater effort to enforce the law than there is now or nothing will change. The road is dangerous because of their behaviours and the noise in the middle of the night (particularly Fri & Sat) should not have to be tolerated</p>
10871	Mike	Warrander					<p>To put yellow lines all the way, without passing lanes will cause more serious accidents. Motorists get anxious when following behind slow vehicles (of which there are many) who do approx. 40 km ph. Yellow line or no yellow line, motorists will get so frustrated and pass anyway.</p> <p>Its not yellow lines that are required, it's passing bays or lanes</p> <p>If the speed is reduced to 60k then put up lots of 60k signs, so at least people will be reminded a lot during the trip</p>
10870	Ottilia	Matravers	Cashmere	have some concerns	support the plan		<p>We would prefer to see the speed limit of 60 kmph from further along the Dyers Pass Rd, after the last house on the right, number 222. This is where the speed limit currently goes from 50 kph to 70 kph.</p> <p>We oppose any increase in the speed limit from 50 kph to 60 kph in the stretch of road between Pentre Tce and 222 Dyers Pass Road as 50 kph is more appropriate for this winding stretch of road, and we would not like to give hoons an excuse to speed up and screech around these bends any more than they do so already.</p>

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							This is still a residential area and given the popular use of the Harry Ell track by walkers, crossing Dyers Pass on this bend is tricky enough without cars going any faster.
10869	Ruth	Ball	Cashmere	have some concerns	support the plan		Living at ■ Dyers Pass; currently the speed limit is 50 km outside our house - many drivers ignore this already but we want the 50 km/hr limit to remain rather than move down towards the Takahe/Pentre Tce. The current 50 km sign is just at 222 Dyers Pass Rd (when coming from Governors Bay direction). We would like to see this remain in place - as a residential area with young children & very little shoulder on the road already, we feel 50 km/hr is ample!!
10861	Debi	James	Christchurch	have some concerns	do not support the plan		My daughter lives up from the sign of the Takahe where the speed limit is 50. Their driveway is terrifying to pull out of already without making this even faster. Can you not start the 60 kms speed limit where the houses/residential area ends? Also double yellow lines do not deter the boy racer type drivers who seem to be the issue in Governors Bay. I think further investigation is required and listen to the residents of Governors Bay that have to listen to screeching racing cars and deal with driving with these people on a daily basis.
10857	Jennifer	Swaffield	Governors Bay	have some concerns	have some concerns		I'm not sure how enforceable a speed limit will be, particularly later in the evenings and at night. Current 50kph limit in the residential areas is already being abused, especially at night and in the early hours of the morning. I personally am happy with 60kph but often it is necessary to go beyond this when overtaking a slow vehicle or cyclist on the uphill side from Governors Bay where there is a long stretch of road which is clearly visible to oncoming traffic. Definitely put double yellow lines on all the bends as this appears to be where most of the accidents occur. A lot of drivers are tempted to overtake cyclists on these bends and this a particularly dangerous manoeuvre for traffic travelling in both directions.
10854	Steve	Van Dorsser	RD 1	do not support the plan	do not support the plan		We do not support the current proposal to change the speed limit and introduce double yellow lines on Dyers Pass Road. The proposal is poorly researched and offers solutions that are unsafe for cyclists and encourage motorists to undertake illegal passing. In addition, it will increase road user conflict, increase travel times by up to 3 times for motorists, and make the route much less safe for cyclists. As importantly, it will do nothing to mitigate the increasing anti social and dangerous behaviour of "boy racers" who are terrorising the neighbourhood and increasing the crash statistics. The following issues need to be understood more thoroughly so that more appropriate solutions can be explored. 1. The crash data analysis provided is generic and makes no attempt to identify the likely causes of the increased crash rates. There has been a marked increase in "boy racer" vehicle movements on this stretch of road since the earthquake of 2010. Anecdotal evidence from the GB fire brigade who attend these crashes, is that they are the cause. An analysis of the time of day and driver age of the crash data will quantify this. "Boy racer" activity happens predominantly between 10pm and 4am. Non "boy racer" traffic movements during this time period are very low. There has been no attempt to understand this, which is the most significant change in the ten years the data covers.

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							<p>Dealing with this single issue could reduce the crash rate to background levels and negate the need for any other action.</p> <p>Any attempts to date by the CCC and the police to curb "boy racer" activity on this route have been token at best and have been completely ineffective. So you can trust the data hasn't been influenced by enforcement action.</p> <p>2. Dyers Pass Road is the most popular road and mountain bike access route to the summit road. During daylight hours there is a continuous cycle presence on the route. Any proposal must have cycle safety at its core. This proposal is silent on cycle safety.</p> <p>The proposed no passing lines will cause motorist to either have to wait behind cyclists for long stretches (there is insufficient road width for the cyclist to be passed at the safe 1-1.5m separation without crossing the yellow line), or the driver will have to cross the yellow centre line.</p> <p>Your consultation document states that "motorists can legally cross the double yellow lines to pass a cyclist". I will assume that this is correct, however I can find no evidence of this in the road code published on the LTSA website. In a straw poll in our office of 11 people who both drive and cycle (including the telephonist at LTSA HQ) no one was aware that this is legal.</p> <p>On that basis it is reasonable to assume that the majority of law abiding motorists will think that they cannot pass a cyclist if they have to cross the yellow line. This will create mayhem on this route as the road width is too narrow to allow safe passing within the lane.</p> <p>Cyclists will act as slow moving plugs (10-15km/hr) on the route with all other road users queuing behind them. This will increase travel times by 3-4 times on these sections.</p> <p>There are very few areas where the road corridor is wide enough to allow safe in lane passing.</p> <p>LTSA website screen shot (see attachment)</p> <p>No-passing line</p> <p>On some sections of road there will be a solid yellow line painted on your side of the centre line. This line is call a no-passing line.</p> <p>No-passing lines are usually there because it's unsafe to cross the centre line to pass, because features like hills and curves make it impossible to see if there is oncoming traffic.</p> <p>Sometimes no-passing lines are marked because:</p> <ol style="list-style-type: none"> 1. There is already a passing lane on your side of the road and you must use that to pass 2. The road is multi-laned, so you do not need to cross the no-passing line to pass. <p>you must not pass another motor vehicle if it means you have to cross over a no-passing line on your side of the centre line. If you see a dashed yellow line on your side of the centre line, that means that a no-passing line is about to start.</p>

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							<p>While you may come back over the dashed yellow line to finish passing, you must not cross it to start passing.</p> <p>As shown in the picture (see attachment)</p> <ol style="list-style-type: none"> 1. You come back over the dashed yellow line between A and B to finish passing 2. You must not cross the solid yellow line between C and D. <p>You can pass at a no-passing line if:</p> <ol style="list-style-type: none"> 1. You stay on your side of the solid yellow line, and 2. You can see 100 metres of clear road in front of you for the whole time while you are passing, and 3. The lane is wide enough for two vehicles <p>Up hill cycle lanes, and passing bays must be established before it is safe to introduce no passing lanes. If there is not the road space, budget or inclination for establishing these, then no passing lanes should not be installed.</p> <p>3. There are increasing numbers of "low confidence" tourist drivers in light vehicles using this route. By observation, they are not capable of travelling at speeds above 40km/hr and will reduce their speed to 20km/hr to corner. They lack the confidence to pass cyclist. Without the provision for local confident drivers to pass they will further clog the route. Timed runs following such vehicles show that travel times are doubled when they are encountered.</p> <p>Heavy transport have similar impacts but are seldom encountered on this route. An once Evans pass is open next year they will reduce further.</p> <p>4. Speed limit setting needs to follow a more robust process than "Council staff have travelled the route numerous times and consider ..." "residents of the Harbour basin travel the route significantly more often than that and more comprehensive consultation is required if you are going to affect large numbers of residents travel times to work etc.</p> <p>5. Slow vehicle passing bays plus appropriate signage to encourage use must be part of any solution. Current informal bays are too infrequent, too short in length, poorly maintained and unsigned and so are infrequently used.</p> <p>6. Enforcement of current road user rules has had no impact on anti social "boy racer" behaviour, anecdotal evidence would suggest this is</p>

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							because police patrols are infrequent between the hours of 10pm and 4am when the boy racers are active, and certainly have had no impact on the frequency of carriageway width donuts and skids (a nightly event). None of the solutions proposed here will have any impact on this.
10852	Diane	Sowerby	Governors bay	support the plan	have some concerns		I support a single speed over the hill . if 60 km is safe , and fast enough to prevent daily driver frustration . re yellow lines I think that on the entire hill would send a message that there are no safe passing spaces. I thought it lines were in some places it would suggest to some drivers that they HAD to pass in a place there were NO yellow lines.. other issues.. pruning trees on corners so you can see around to make cyclist passing safe! I am a driver and cyclist... but am only using summit road now as to scared to ride dyers
10851	Johno	Harris	Lyttleton	have some concerns	have some concerns	NA	There should be a 30-40 km area for 50 m on all four road approaches to Dyers Pass. Dyers Pass intersection is a cresting hill when approaching from the city and Governors Bay sides with significantly restricted visibility requiring reduced speed. When approaching from either side along the Summit Road visibility is compromised when stopped at the intersection looking either way to your right. Proper visibility can only be gained by encroaching into the intersection before committing to a turn. Vehicles / Motorcycles and Bicycles Turing right onto Summit Road when approaching from the City must travel a sufficient distance across the intersection towards Governors Bay before turning safely. Dyers Pass intersection is a hub for recreation users (cyclists , runners and walkers , sightseers in vehicles) as well as patrons of the Sign of the Kiwi. User numbers can be significant at times crossing he intersection, even with low numbers any vehicle travelling at 60km through the intersection is not safe. Alongside any changes to posted speed limits there needs to be an increase in signage with respect to warnings about the presence of pedestrians and recreational road users along this stretch of road but in-particular on the approaches to the intersection at Dyers Pass proper. With respect to the proposed double yellow no passing lines I would suggest improvements be be made to the shoulder of the road where-ever possible to allow and encourage bicycles to move to the shoulder of the road safely to allow vehicles to pass. There are numerous sites where this could happen. The 60km speed limit should be extended to include the Summit Road in its length from Dyers Pass to Evens and Gebes Passes in either direction. This would better reflect the road conditions , bordering farm land with wondering stock and the recreational uses of the road (Road and MTB'ers , walkers / runners and it's use as a scenic / tourist drive. Making it's use by everyone more enjoyable and accessible but most importantly... safer.
10850	Colin	Daniell	Governors Bay	do not support the plan	do not support the plan		With the existing speed limits of 70 and 100 there are several places where a car travelling at 40 kph can safely be passed. A reduction to 60 kph will make passing unsafe as it will take to long.

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							The majority of passing that occurs on the hill is cars passing cyclist. I believe double yellow lines will confuse most drivers regarding the legality of crossing the lines to safely pass a cyclist. In the worst case this could lead to motorist not giving the cyclist enough space resulting on Car-> bike collision. I believe improving cyclist safety could be achieved by timing tress/grass in the sight lines (some of the tress needing trimming are now dead following the fire)
10849	Brian James	Koller		support the plan	support the plan		<p>1. With the implementation of no passing lines, existing pull-over areas should be upgraded, and if possible, added to. This would assist traffic movement by providing for slow vehicles, particularly heavy trucks to pull in, and allow others to pass.</p> <p>2. There is a major problem with cyclists. With continuous double yellow lines it will be impossible to maintain the recommended 1.5 metres distance between cyclist and vehicle, (or any other safe distance) without crossing the double yellow lines. On both uphill sections of the road there needs to be a wider road, (too expensive) an alternative route for cyclists (as partially exists below the road on the city side), or a ban on cyclists using the uphill sections of the road at all.</p>
10848	Eric	Wilson	Cashmere	have some concerns	support the plan		Not wide enough room for bikes
10847	Tony	Edney		do not support the plan	do not support the plan		<p>Council staff need to focus on greater priorities:</p> <ol style="list-style-type: none"> 1. Reducing speed limits through Governor's Bay village to 40 km/hr 2. Prohibition of heavy vehicles (Logging trucks etc) through the Village 3. Improvements to the road surfaces in the Harbour Basin 4. Passing lanes / bays on Dyers Pass Road <p>I have commuted for 25 years on my motorcycle over this road. I regularly attain speeds of 100 km and pass numerous vehicles on this road. If it was that dangerous I would be dead now.</p>
10846	Tom & Jane	Broomhead	Governors Bay RD1	support the plan	support the plan		We would like to see safe slow vehicle passing bays clearly marked
10838	Hinemoa	Sharman-Salter	Cashmere	do not support the plan	support the plan		<p>We either walk to Cashmere Primary School or drive our vehicle. On many occasions we have had many close calls trying to exit from Pentre Terrace. We are unable to see cars driving up Dyers Pass Road as cars are parked, on our left, obscuring our vision of oncoming traffic (including cyclists), up the hill. We have to pull out on Dyers Pass Road therefore we are very vulnerable to traffic coming down Dyers Pass, at speed. The distance between the corner and our street is minimal and to be frank, dangerous.</p> <p>We would not be in favour of increasing the speed limit from 50km/h to 60km/h due to our personal experiences, on a day to day basis.</p> <p>Thank you for the opportunity to express our concerns and we can only hope that "common sense" and the safety of our children/grandchildren and ourselves, is paramount.</p>
10836	Nicky	Hogarth	Christchurch	do not support the plan	do not support the plan		<p>Recently there have been a lot of complaints drivers (too fast or too slow), cyclists and boy racers.</p> <p>This letter is not in any way to condone their behaviour, but is to ask for considered measures in response. The main purpose of this letter is to ask that the commuter traffic from the harbour over Dyers Pass is not impacted in a detrimental manner by inadvertent side effects of changing traffic control measures. I believe that means leaving the traffic control measures on Dyers Pass Road the same as they are now; same speed limits, and no yellow lines.</p>

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							<p>Observations of the traffic over Dyers Pass is that it falls into four distinct categories:</p> <ul style="list-style-type: none"> â€¢ Commuters â€¢ Casual (occasional) drivers - or weekend users â€¢ Boy/Girl racers (for want of a better term) â€¢ Cyclists <p>Commuters</p> <p>The best time to observe commuters is between 6:00 and 8:30 am when they are almost the only drivers on the road.</p> <p>You will see that the traffic flows over the hill smoothly and at a fairly fast pace, but within the speed limit. Typically up the first section of the hill you will see 70 to 80 km/h with speed varying due to the conditions after that to the top. From the Kiwi to the Takahe speed again varies but will travel about 60 to 65 km/h for about 70% of that section. Casual drivers generally drive more slowly than this and that is respected by most commuters. Although when the speed drops below 40 km/h it is not uncommon to see someone pass them. There are at least three places between the Takahe and the Kiwi where a driver familiar with the road can do this safely.</p> <p>Causal Driver</p> <p>Causal drivers a generally cautious and drive often under the speed limit (and yes can be frustrating)</p> <p>Boy/Girl Racers</p> <p>Boy Racers or people who drive excessively fast (over the current speed limit), and often recklessly and noisily (mostly at night).</p> <p>They do not obey the rules today and I have no reason to think that they would obey any stricter rules in the future.</p> <p>Cyclists</p> <p>Cyclists are the forth user group and it is no wonder as this is the only hill available to the Christchurch cycling community within a reasonable distance. Cyclists going down the hill are not normally a problem. But cycling up can be a concern as naturally they travel more slowly. Additionally occasionally you get cyclists that cycle in pairs and not single file - making for some frustrating driving!</p> <p>I</p>

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							<p>Overtaking</p> <p>This can be achieved at present with the speed limits of 100 km/h and 70 km/h. Any reduction in these limits would strictly limit overtaking opportunities. An example: When following a slow car though Governors Bay and up the hill, you have the option to pass them when Dyers Pass changes to 100 km/h if the road is clear. But this requires accelerating to 75 or 85 km/h which is within the speed limit now. Likewise, travelling from the Takahe, if you are following a car at 35km/h, on exiting certain corners you can accelerate to 65 or 70 and safely overtake.</p> <p>Double Yellow Lines</p> <p>These sound like a good idea, but on examination, there are some potential problems.</p> <p>It is legal to cross them to overtake a cyclist, and I suspect that 99% of the public would not know that either. Therefore most motorists will either have to follow cyclists at their pace or cross the lines thinking they are breaking the law. Also, to safely pass a car, you must pass it immediately you see the way is clear. Even waiting 10 or 20 m out of the corner is too long as the car will invariably speed up a little as they exit and the whole manoeuvre becomes too dangerous. In talking to the Council there are rules as to how long or short these lines can be and it sounds like they cannot be painted over a short enough distance.</p> <p>Traffic Statistics</p> <p>Please be very wary when hearing stats on traffic and speed. The traffic over the hill is very temporal and spatial. There are different traffic characteristics at different times of the day and different speeds on different sections of the road. An example: Speed was being measured on the hill just on the town side of the Kiwi. Traffic naturally travels more slowly over that section as there is an intersection at the top and a sharp corner at the bottom. So placement of the survey will affect the results. I do not know if they filter a series of cars down to just one car or count them all. But generally on the hill if you have a line of cars, it is because the front car is causing all of the rest to travel slower than they want to. Also, if looking at speeds, it should be broken down into hours, so that you can see how commuter traffic flows more freely than weekend traffic.</p> <p>In conclusion, please do not penalise the commuters who travel this road far more than the few who cause problem</p>
10826	Alice	Johnson		do not support the plan	do not support the plan		<p>I don't support the reduced speed limit because it penalises the majority of commuters while doing nothing to deter those who drive dangerously and cause most of the accidents. In particular, coming down Dyers Pass towards Governors Bay, there is a hairpin where you need to slow right down, and then there is a long downhill section where not much braking is required with gentle corners before the 50kph zone. To be forced to stay under 60kph here helps noone - and stops drivers going uphill from being able to overtake.</p> <p>I don't support the introduction of double yellow lines. Firstly, there is confusion over what is legal. The NZTA said:</p> <p>BEGIN QUOTE "In short no, a vehicle should not pass a cyclist if it means the vehicle has to cross a no-passing line (yellow line).</p>

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							<p>As per the Land Transport (Road User) Rule 2004, a cycle is defined as a vehicle that has at least 2 wheels and that is designed primarily to be propelled by the muscular energy of the rider. The Road Code states that you must not pass a vehicle or animal-drawn vehicle if it means you have to cross over a no-passing line on your side of the centre line." END QUOTE</p> <p>If the council and the NZTA cannot agree over the rules for these no passing lines, what chance is there that a motorists will know what is permitted?</p> <p>Secondly, areas where passing is restricted can make it hard to pass slow vehicles safely.</p>
10824	John	Dalrymple-Alford	Christchurch	do not support the plan	do not support the plan		<p>1. Organise a few sections where speed can be 60 max and have clear sections where it can be 70 max.</p> <p>That is, do away with 100, rather than aim to get everywhere down to 60. Most people are highly responsible on this road and those who are not will not obey anything, so do not penalise the safer drivers.</p> <p>2. Have signs for people to pull over if they must or wish to go slow (50 or less downhill), at appropriate places. This is perfectly reasonable. There are one or two small sections where overtaking can be done safely or vehicles can pull over. Evaluate if this is feasible.</p> <p>3. The majority of the road, but not all, would be fine fine for double yellow lines, on condition of course that the comment that one is able to overtake cyclists is in fact true. There is some debate as to whether this is the case and, if not, then double yellow lines will probably lead to increased accidents.</p> <p>4. In terms of safety for cyclists, add a "clip on" wooden / other cycleway on the downhill side, adjacent to the road itself, at least between the city bounds and until the sign of the Kiwi. Parts of the downhill ride to Gov Bay could also be treated in the same way. This would separate cars and bikes on the hill and ensure safety for a growing number of young cyclists. Their safety is not guaranteed by speed limits and certainly not double yellow lines.</p>
10819	Phillippa	Ashbey	Lyttelton	support the plan	support the plan		<p>I support the reduction in speed limit and double yellow lines because, as an occasional user (once per month on this route) I feel intimidated by vehicles that do not allow an appropriate following distance and overtake when there isn't sufficient clearance.</p> <p>More places to pull over safely to allow faster vehicles to pass would be appreciated.</p>
10810	Jane	Kerr	Cashmere	support the plan	support the plan		
10807	Alice	Terrien	Sydenham	support the plan	have some concerns		<p>As a cyclist, I often feel unsafe when going up Dyers Pass Road because of motorists overtaking me too closely (and often too fast too). I think the double yellow no passing lines are a good idea as long as it is clear for everyone that motorists can cross them to overtake cyclists - as long as they have good visibility and make sure there is no car coming the other way.</p>
10803	Harry	Roelofs		support the plan	have some concerns		<p>Support the 60 km speed restriction.</p> <p>Do not support 'no passing lines'</p>

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							<p>Having travelled the road on a daily basis find a need to cross over the centre line to pass cyclists. If no passing lines were installed that would make crossing on passing line illegal. It would create a health and safety issue to the cyclists by encouraging them to overtake a cyclist by encouraging them to overtake a cyclist within the lane causing potential collision. Most cyclists travel less than 60km by not overtaking would cause road rage. Frustration to vehicle users who potentially would act by overtaking in a unsafe manage to what would have not been as in the consent layout. Therefore totally oppose such a submission.</p> <p>Support 60 km it would deal with boy racers and speedy drivers who endanger the users.</p>
10802	Simon & Maureen	Robertson		support the plan	support the plan		<p>Totally concur with this proposal and it is a number of years late! The speed limit of 100 km/h in the GB Centre has been too high for too long. I work for Opus and my background is in Transportation. I have travelled this route 1000's times and also suggest the following enhancements:</p> <ol style="list-style-type: none"> 1. Improved warning / signage 2. Improvements around Summit Road / Dyer Pass Road at Sign of Kiwi (major caflab? of through traffic and cross-usage - peds / cyclists etc) 3. Upgrade & new guard rails (overdue and repair of existing - substand in many places due to impact 4. 50 km/h warning (LED etc) in Governors Bay 5. Trimming of vegetation 6. One of two more safe pull over areas (i.e. opportunity for slow traffic to pull in) 7. Sealing of existing pull-off area 8. Better policing & random speed checks
10801	Kim	Pasley	Allandale, RD 1	have some concerns	do not support the plan		<p>We need a cycle lane on the road uphill! Suggest slow road markings on brow of hill (Sign of Kiwi)</p> <p>Sometimes there are very slow vehicles. I think a 70 km/hr zone would enable passing in appropriate places.</p> <p>Reducing the speed limit to 60 km/hr will not stop people from going into corners too fast and having an accident.</p> <p>This will not stop boy racers or those that want to speed.</p> <p>Keep the 50 area and reduce the rest to 70 km/hr.</p> <p>I acknowledge your comment that you can go over the yellow lines to pass a cyclist. I don't think this is common knowledge. This will create a slow back log and encourage risky overtaking by a frustrated driver.</p> <p>There is risky overtaking on corners of cyclist. I suggest putting double yellow lines on those where there is no visibility. I encourage cutting some burnt vegetation to enable better sight lines. I encourage a passing bay.</p>
10794	Eric	Espiner	Christchurch	have some concerns	support the plan		<p>I had previously fully supported the plan but I am now aware of a problem-namely the intention to raise the speed limit for downward traffic from Governors Bay Rd approaching Pentre Tce (from the current 50 to 60 kph). This is unacceptable in view of the sharp angled approach to Pentre, the complex intersection with Dyers Pass and intersecting Hackthorn Rd and the contour of the road entry from Pentre to the said intersection. I strongly recommend retaining the lower speed limit from G-B Rd so that the risk to those entering from Pentre is reduced.</p>

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10788	Craig	Phillips	Governors Bay	support the plan	support the plan		This is a narrow winding road frequented by both cyclists and motorists, and motorists can become impatient with cyclists and sometimes take risks to overtake them. There are some places where cyclists could pull-over to enable motorists to pass safely, but these places are mostly unsealed so are difficult or dangerous for narrow-tired road-bikes to use. I suggest a relatively inexpensive way to reduce potential conflict between cyclists and motorists would be to seal all of the pull-outs on Dyers Pass Rd between Cashmere and Governors Bay to make them more safely accessible to cyclists and others. This should include even relatively narrow pull-outs that might only be practical for cyclists to use.
10785	Stuart	Bould	CHRISTCHURCH	have some concerns	support the plan		<p>CCC have stated that "a motorist can legally cross the double yellow lines pass a cyclist provided it can be done safely".</p> <p>I have seen correspondence to CCC that says there is a LTNZ Road User Rule saying " a driver, when driving, must not use a lane to the right of a no passing line".</p> <p>I have been driving for 57 years, in several countries, and have clearly understood that double yellow lines means no overtaking, and certainly directs it is prohibited to use of any space beyond the yellow lines.</p> <p>This statement contradicts the above current LT Road User Rule. If the CCC can over-ride a LTNZ determination how are they going to explain that to the NZ Police???</p> <p>I thought the whole point of this change was to make the road safer, and a significant part of that was to stop traffic appearing suddenly and on the wrong carriage way.</p> <p>This statement seems to offer anyone permission to carry on just as they already do, -- overtaking cyclists and cars on blind corners, without reasonable sight lines, and without reasonable road space.</p> <p>If CCC is in error with their "permission" to use the the other carriageway how are they going to undo their public information directive. This has been a frequent topic of conversation here and a traffic rule that is "news" to most of us.</p>
10783	Genevieve	Bannock	Governors Bay	do not support the plan	do not support the plan		<p>I totally agree there are significant issues regarding Dyers Pass Rd, but this proposal will not make a scrap of difference, as speed is not the issue on the hill. As a local who drives this hill everyday, there are more cost effective ways of improving the drive.</p> <ul style="list-style-type: none"> - create even, clear pull over areas with clear signage advising drivers to look in their rearview mirror & use pull over areas if you want to go slower. People need to be advised where there pull over areas are. Fast drivers are not the major issue on the hill, it's the slow drivers that refuse to pull over. I don't have an issue if cars want to go slower, but when they pass pull over areas & there are several cars behind them, that's plain selfish. Admittedly these areas are not signed at present & only the locals know they are coming up. This causes risky passing maneuvers. - The other major issue & easily rectified, is cut the grass along the edge & many trees that block any line of vision for safe passing. <p>Changing the speed to 60km & painting yellow line is not going to change those so called "boy racers" as a circle with a lower speed on it is certainly not going to make them read it & they are not the biggest problem with the road.</p> <p>Unfortunately cyclists are also creating a major issue now, with Dyers Pass being the only hill to bike on, & slowing down the traffic is not going to alter that, but creating a clear site of vision will help to alleviate the problem slightly & create safer passing.</p> <p>The idea of painting yellow no passing lines makes it impossible for cars to pass slow traffic & hence will create an even larger issue - very irate drivers.</p> <p>The Governors Bay Facebook page debate will clearly show that the idea of slowing traffic down to 60km & yellow lines is certainly not backed by the majority of our community & has been suggested by just a few who are not thinking the bigger picture.</p>

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10782	Jan	Simes	Cashmere	support the plan	have some concerns		<p>I believe that double yellow lines should only apply where it is dangerous to pass. There are places on this road that would not warrant the double line and would possibly mean that frequent users would ignore. Road markings and signs are meant to be sensible.</p> <p>The roads (both Hackthorne and Dyers Pass Rd) from this intersection to the Takahe are both used as race tracks. Something seriously needs to be done in order to not only lessen the noise caused by "boy racers", but to reduce speed. Perhaps initially a speed camera would be appropriate to see how dangerous the issue is.</p> <p>If speed cameras were installed it may well also alleviate the danger of the use of the Summit Road.</p>
10768	Anna	Hutchinson	Governors Bay	do not support the plan	do not support the plan		<p>60km would mean approx. 13 hours a week more spent driving - speed more of problem - need designated passing bays.</p> <p>I commute daily Governors Bay to city. My biggest concern is how impractical it is to have cars plus bicycles sharing a narrow road on a hill. The near misses I have had with other cars on the road are at least 90% cars coming around a corner on the wrong side of the road because they are passing a 1 or more cyclists. The notion of share the road is great but impractical on this road esp. given the volume of people cycling for sport versus commute. How would no passing translate to cyclists?</p>
10767	John	Davis		support the plan	have some concerns		<p>Cars need to be allowed to pass cyclists which may mean crossing the yellow lines to do so safely.</p> <p>Otherwise you are instigating a speed limit of 6 kmh and will create frustration for both motorists and cyclists.</p> <p>If this is not allowed then I would not support double yellow lines</p>
10766	Solvejg	Ruarus		have some concerns	have some concerns		<p>The background story is 'misleading'.</p> <p>The ONE fatality was on black ice! (Commuters from Diamond Harbour, just BAD luck) many times near misses yes.</p> <p>So speed limit might help BUT!!! 1) far too many cross-over ANY lines, double or not - so: catch them with MOVABLE cameras over a period of time!!</p> <p>2) The BOY-RACERS are laughing at everyone! and any measure!! they need to be found and charged so! MORE patrolling is needed.</p>
10765	Peter & Amama	Thornley		support the plan	support the plan		Agree completely with your plan
10763	Grania	Ormond	Governors Bay	do not support the plan	do not support the plan		<p>Thank you for your request for submissions on the proposed plan to reduce the speed limit over Dyer Pass and to install continuous double yellow no passing lines. I am against both these proposals.</p> <p>The safety issues on this road are not caused by drivers going at between 60 and 100 kms (where permitted), I feel they are caused by four things:</p> <ol style="list-style-type: none"> 1. Cyclists going slowly on a narrow road not built to accommodate them. As far as I am aware, double yellow lines mean no passing vehicle or bike (contrary to your brochure). 2. Large tour buses; which take up both sides of the road on corners, forcing downhill traffic to come to an abrupt halt. 3. Those using this road as a raceway for their own entertainment. They are unlikely to adhere to a lower speed limit as they pay little regard to the existing one. 4. Inexperienced or elderly drivers (specifically hill driving), going very slowly and causing congestion/frustration.

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							<p>None of these issues will be remedied by your proposal. Perhaps some of these could be considered:</p> <ol style="list-style-type: none"> 1. The hill is much enjoyed by cyclists as it provides extra exercise/challenge in an otherwise flat environment. Could one of the larger walking tracks " such as Rapaki Track or Bridle Path be surfaced to accommodate these needs? You may find that cycle groups would be willing to help fundraise for such an option, as they must feel vulnerable and breathing exhaust fumes is unhealthy for them. Alternatively widening the existing road to create a cycle lane separated from the main vehicle lanes could be considered. 2. Large vehicles of all types should not be allowed to use the road (trucks are advised to use Gebbies Pass and buses should too) " signage showing size/weight restrictions could be put up. The widening of the road towards the summit did not alleviate this problem but enabled larger buses to attempt it. 3. The T junction where Dyers Pass Road and the Lyttelton/Governors Bay Road meet (at the bottom of the hill) could have an island or skid resistant tarmac that could deter fast cornering here. 4. We were all inexperience drivers once and care needs to be taken behind slow-moving cars, however, stopping people from passing them can only lead to road rage. Careful, experienced, local drivers should not be penalised and/or forced to go at the slowest driver's speed for the entire journey. <p>I realise that these options are more expensive than putting up a 60km sign and painting two yellow lines. If none are possible, I feel that we are better off (safety wise) as things stand at present.</p> <p>Regards</p> <p>Grania Ormond</p>
10762	Sam	Hampton	Huntsbury	support the plan	support the plan		
10761	John	Proffitt	Hoon Hay	support the plan	support the plan		We have been frequent users of Dyers Pass Road for many years, both as cyclists and motorists (car and motorcycle). I have always thought the current speed limit was too high given the nature of the road and that it encourages some pretty poor driving. Many motorists seem to want more than their share of the road too. With the number of cyclists increasing over the years, the proposed changes will make for a safer trip for everyone. It's a privilege to have such a road so close to a major city and we hope to see similar speed limits on parts of the Summit Road at some stage in the future.
10759	Ross	Cornish		do not support the plan	do not support the plan		Double yellow lines will only make matters worse. There are a lot of options which would help like a cycle track to keep cyclists of the road completely. Keep the lay bays well marked and clear of parked cars. Remove all the barriers so the road is clear to use. Keep oversize traffic of the road. And educate people how to drive on hills. (To much do you think) Have a thought to those that use the road on a daily basis it is a main road and access to a major part of the harbour basin but its become lately a recreational area for everybody bikes cars motorbike and hiking. It can't please (everybody) not without a lot of money spent on it.
10756	Steve	Scott	Governors Bay	do not support the plan	support the plan		Speed limit between Kiwi & Governors Bay should be at least 70 - 60 very slow.
10755	Hamish	McGowan	Mairehau	support the plan	support the plan		I feel very exposed when cycling on this stretch of road (particually up) and strongly endorse any move to make it safer for cyclists and less frustrating for motorist.
10754	Rosemary	Cornish		have some concerns	do not support the plan		<p>I do not support the proposed double yellow line! there are many ways that could improve the risks of accidents from Takahe to Govs Bay.</p> <p>The roadside scrub foliage needs to be regularly trimmed to give clear vision ahead for drivers to identify other traffic cyclists / walkers.</p>

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							<p>There are several large pull over areas that could be identified by signage ahead if possible these would be much easier to use if they were sealed for a smooth pull over (not full of potholes!)</p> <p>To introduce double yellow lines is totally over the top this would make it very difficult to pass cyclist, currently the large buses / trucks / trucks and trailers are constantly over white line due to their size! Having driven this road for over 35 years common sense, courtesy and driving defensively should be all that needed.</p>
10753	Anne	Sissons	Cashmere	support the plan	support the plan		As both a driver & cyclist who regularly uses Dyers Pass Rd, I can only see the good from the proposed speed limit change & no passing lines. In fact I think all of the Summit Road should have the same speed limit restriction, being such a well-used recreational area for cyclists, walker & joggers.
10747	Rowan & Gavin	Lockton		support the plan	support the plan		<p>To effectively reduce dangerous driving increased patrolling will also be needed.</p> <p>The 'boy racer' will flaunt any markings and continue to 'drift' and do 'wheelies' and have made driving from early evening until late at night terrifying for local residents.</p> <p>More barriers are also needed on the Christchurch side of the hill as vegetation, that may have stopped a vehicle, was destroyed in the fire.</p>
10746	Victoria	Foxton		support the plan	support the plan		<p>Great to see something positive being done on this road.</p> <p>It would be great if you could also look at the road from Governors Bay to Lyttelton.</p>
10745	Jan	Crozier	Governors Bay	do not support the plan	do not support the plan		<p>We feel the existing speed limit is very adequate. Speed problems, only arise when the current speed limit is exceeded.</p> <p>Proposed no passing lines - waste of good yellow paint</p>
10744	Lynne	Sercombe	Governors Bay	support the plan	support the plan		<p>I think the plan is very appropriate however I am not sure if it will address a significant issue which occurs on this road regarding cyclists.</p> <p>At certain times there are numerous cyclists on this road impeding traffic flow which leads many drivers to pass at inappropriate times. I have been confronted many times coming around a bend with on coming traffic on my side of the road passing cyclists.</p> <p>I am not sure what the answer is as I believe cyclists have the right to use the road, however their presence significantly increases the danger for all road users. Personally I would like to see a cycle route to the sign of the kiwi off the main road & ban cyclists from the upper Christchurch side of the hill.</p>
10743	Stanley Family	None		have some concerns	do not support the plan		<p>Proposed 60 km speed limit</p> <p>Could be 70 on the bay side, but some tree trimming required to open up vision for some passing manoeuvres on longer stretches on road.</p> <p>Proposed no passing lines</p> <p>With the narrow nature of the road & high volume of cyclist that use it, this would be crazy. Tree trimming to road level on the downhill side of the road would clear vision for safer passing manoeuvres without need for "no passing lines"</p>
10742	Rob & Devon	Beechey	Cashmere	support the plan	support the plan		<p>Thank you for addressing this issue. I would even reduce to 5kph. The apron (intersection of Pentre, Dyers pass Rd and Hackthorne) beside the sign of the Takahi is a magnet for boy racers to carry out do nuts and burnouts. If possible a CC camera on a prominent St light pole may record this activity. Speed limits mean nothing to these bogans that I watch every night of the week belting up the road. Peak time is 2:30 am, it is with great merriment when one goes over the bank. I ride a bike but consider this area very dangerous.</p> <p>Good work team.</p>

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							Rob.
10735	Michael D	Pendleton	Diamond Harbour	support the plan	support the plan		Total agreement with plan. Current situation is Third World. Australian retiring in NZ.
10728	Simon	Gurnsey	RD 1 Lyttelton	support the plan	do not support the plan		<p>The only way double yellow lines all the way would work is if there was also a ban on cyclists. Cyclists going uphill are not able to go at the same speed as cars and would hold up traffic as there are very places to pass them. Double yellow lines would prevent passing the cyclist anywhere there wasn't a passing bay. If there were passing bays the cyclists wouldn't be compelled use them, creating frustration and encouraging rule violations. Cyclists don't tend to use the passing areas that are available already.</p> <p>It is not correct to say 'Motorists can legally cross the double yellow lines to pass a cyclist provided it can be done safely'. That is simply not true and you should check your facts. https://www.nzta.govt.nz/resources/roadcode/about-driving/passing/#nopassingline</p> <p>I suggest intermittent (rather than continuous) double yellow lines be used where there is a higher risk of passing as happens on other roads.</p>
10726	Daniel	Salisbury		do not support the plan	do not support the plan		I think the speed limit at 70km is fine. It is helpful to be able to (safely) pass slow drivers where possible. I think a no passing rule could be unhelpful. Also I would suggest enforcing some rules for cyclists. The do seem a law unto themselves, in particular at the weekends. It is amazing more accidents involving cyclists don't occur. I drive this road regularly and believe me, as far as potential accidents would go, in 9 out of 10 cases, it would be the cyclist at fault. The risks, quite selfishly, they take and law breaks they make are frequent and astounding
10725	David and Jane	Rowe and Chart	Governors Bay	support the plan	support the plan		<p>We congratulate the Council for this making proposal. In over 30 years of driving over Dyers Pass, I (Jane) have been astounded many times by the recklessness of so many drivers who clearly cannot be relied on to exercise sound judgement and who pose a serious risk to others. We imagine that a good few of our fellow residents of the Bay and beyond will argue for a higher speed limit, but we think 60kph is appropriate, especially during the winter months with ice and grit on the road. We wonder, though, whether more could be done to provide passing areas for slow vehicles - as well as signage to urge slow drivers to pull over? We find that many tourists and tour buses drive at 25 or 30kph, and this tends to lead to unsafe overtaking.</p> <p>We would add that there is also a need to ensure enforcement of the 50kph limit along Main Road, perhaps with cameras. In our experience, it is rare to see a driver observe this limit, and on my early morning walks I see many cars racing through the Bay at high speed, with no regard to the fact that this is a residential area. That too is an accident waiting to happen.</p> <p>Thank you for your efforts and for the opportunity to comment.</p>
10724	Bobby	Phuong	Diamond harbour	do not support the plan	do not support the plan		I think the speed at 70 is fine. I thinking banning passing would cause more impatience and irritation and could lead to more accidents. What DOES need addressing is the cyclists, especially at the weekends. Cyclists often ride in the middle of the lane to almost middle of the road. They certainly don't often following the staying to the left side. This can create frustration for drivers.
10722	Terry	Porter	Canterbury	do not support the plan	do not support the plan		<p>1. 50 kph max. 2. double yellow lines with all those bends..and cyclists...drivers being held up..impatient...will only cause frustration/s and committing of illegal overtaking over the double lines..recipe for consequences to ensue!</p> <p>3.All along I have advocated for barriers to be put in place..DYERS IS LETHAL..its the only road with catastrophic drops that hasn't got such barriers...deaths have occurred which are on the hands of those Councillors who have repeatedly refused to install them..deaf ears...such a scary road to drive on... drivers need barrier protection so lives can be saved in the event... and prevent future avoidable deaths ... cyclist and fast drivers/impatient drivers will ALWAYS be a problem on Dyers...implement the 50 kmh limit..yes, absolutely... but who will police it? put in double yellow lines...but who will police it? ..but...Put up safety barriers to prevent cars going over the side of the drop... and you have spent your money in the best possible way..before any body else has to loose their lives....drivers will have some piece of reassurance in the event of a collision, car malfunction, physical health attack leading to loss of control... let it be on your heads if you choose not to ! To actually have to put in a submission for such barriers is paramount to having people in power [to authorize such a necessity].. that have no concept of what is so obvious...ie..its a no brainer! So..instead ..what is proposed...speed restrictions and painted lines...come on...GET REAL...where are the brains ? BARRIERS BARRIERS BARRIERS..save a life!</p>

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10721	Tara	Wingfield	Cashmere	support the plan	support the plan		<p>Dear CCC</p> <p>We respectfully ask if you would please install a speed camera outside our address to deter boy racers and excessive speeds.</p> <p>The stretch of road from 121 Dyers pass rd to 172 Dyers pass rd is straight and wide - drivers coming either up and down the hill see this straight stretch of road as an opportunity to accelerate.</p> <p>This is particularly dangerous on decent, and we have witness several cars get air when going over the rises in the road. We have also witnessed cars travelling at excessive speeds and fear for the safety of our children and animals.</p> <p>Dyers Pass Road is a gateway for walkers and bikers up to the hills. There is a school on the corner and cars are slamming on their breaks or traveling in excess of 80Km while approaching the school.</p> <p>I appreciate that you are proposing a reduction in speed and the double yellow lines, but this is for the zone where there is no residents. We are constantly woken up by cars accelerating in this area and would appreciate if you can make our community safer. Unless you penalise drivers for excessive speed there will no change in their driving habits.</p> <p>I would be happy to sit with a speed gun and measure the speed of the cars traveling in this stretch for a period of time to verify this point.</p> <p>Thank you for your consideration</p> <p>Tara Wingfield</p>
10717	Melanie	Doogue		support the plan	support the plan		
10716	Lorraine	Wilmshurst	Avonhead	support the plan	support the plan		As a cyclist who uses thie road , I support a reduced speed limit
10714	Mike Flaws, Maureen McCloy	None	Cashmere	support the plan	support the plan		50 kph would be better from the Takahe to the Kiwi. Fast cars are dangerous for cyclists on this road.
10713	Carol	Eddington	Cashmere	support the plan	support the plan		Excellent proposals to improve road safety for all road users.
10712	John	Batchelor	Cashmere	have some concerns	have some concerns		<p>Generally have no problem with 60 kmph, however 70kmph would be fine on the long stretch leading to Governors Bay - a more natural speed - not riding brakes - and good visibility on that section.</p> <p>Re double yellow lines: - continuous is not sensible - one has to have some ability to pass the "blocks" of cyclists - which involves crossing the centre line to get past. Double yellow lines would make this illegal (under the law) one cannot be expected to follow cyclists from Takahe - to Governors bay !! This proposal must be changed.</p>
10711	Gina	Luke	Governors Bay	do not support the plan	do not support the plan		<p>If you do this which clearly CCC has already decided to do, you will only cause more frustration & accidents.</p> <p>The problem is not the speed limit the problem is many people do not know how to drive on winding roads, they cannot corner correctly & they go so slow it causes frustration from the rest of us that actually know how to drive. Lowering the limit will only encourage the already slow drivers to drive slower, also it is quite easy to pass cyclists without crossing the middle line but so many drivers just drive behind the cyclist causing more agro for the competent drivers. Driving lessons for useless drivers is the answer.</p>
10710	Philip	Beadle	St Albans	support the plan	support the plan		
10705	Anouk	Minnaar	Merivale	support the plan	have some concerns		I would like to see communication on billboards in the Port Hills informing motorists of the passing rules re cyclists and double yellow lines. This will make it safer for all to share the road.

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10699	Nigel	Fitzhardinge	Governors Bay	do not support the plan	do not support the plan		<p>Speed limit: the speed limits currently in place over Dyers Pass are appropriately set in my opinion. On a normal day (majority of cases) the current speed limit is appropriate for normal conditions and can easily be driven safely. Obviously if the weather (or other) conditions are less than normal then one should drive to those conditions. A speed limit change to cater for people who do not drive to the limits, conditions or ability would be unfairly impacting the majority of cases & time. Seems like punishing the masses because of the actions of a few.</p> <p>Double yellow lines: There appears some contradiction in the rules which do not permit crossing the centre line when double yellow lines are present compared to the consultation submission document which says its ok to do so. Making it impossible to pass anything for that entire distance is over limiting when there are times/places to overtake safely. For those who drive the road regularly, there are often times where school buses, garbage trucks, etc are making their way up the hill (from Gov Bay side) and are very slow " they are excellent at recognising their impact on fellow drivers and use a combination of pulling over where possible and/or indicating where it is safe to overtake them. Removing the ability to overtake these vehicles in appropriate spots would create frustration and negatively impact regular users of the road.</p> <p>Suggestions for improvement:</p> <ol style="list-style-type: none"> 1. There are certain parts of road where overtaking is possible and sections where the visibility is definitely not sufficient. Instead of a blanket double yellow lines, use a mixture of dashed white, single yellow on one side and double yellow lines where appropriate on the road. 2. Since the Port Hills fires the visibility along Dyers Pass has increased dramatically. Overtaking opportunities have increased and become safer due to the reduced amount of vegetation on the side of the road. Suggest that vegetation is regularly trimmed to maintain visibility. 3. Install more safety barriers. This would no doubt reduce the severity of crashes where a car would have otherwise exited the road and go down the bank. 4. The main risk/concern for me as a regular road user is actually not overtaking procedures but rather with oncoming drivers who cut the corners and inadvertently wander across the centre line. A double yellow line would not prevent this. Suggest installing rumble strips along the centre lines to alert drivers they haven't remained in their lane.
10694	Kelly	Ware	Governors Bay	do not support the plan	do not support the plan		<p>I believe 60kmh is too slow, this will then encourage the drivers who are already driving below the speed limit to go even slower causing the other drivers to make those fast unsafe manoeuvres. I agree the speed could be reduced to 80 on the governors bay side and kept at 70 on city side. I think the slow passing bays need to be sealed and sign posted for slower drivers and cyclists alike. The speeding drivers don't listen to the current limits so reducing it won't change them, the speeds are never enforced so this won't change. As for double lines, once again the speed and driving behaviours on that road are not enforced so this won't change a lot of drivers.</p> <p>Seal the passing bays, make signs with campervans / slow cautious drivers etc on them showing to pull over when traffic backed up this will make for a safer trip all around</p>
10680	Louise	Clark	Westmorland	support the plan	support the plan		<p>I feel that even the proposed 60km/h is too high - should be reduced to 50km/h.</p> <p>Additionally, I feel that the entire Summit Road's speed limit (on the tops) should be reduced too.</p>
10679	Greg	Clark	Westmorland	support the plan	support the plan		<p>I feel that even the proposed 60km/h is too high - should be reduced to 50km/h.</p> <p>Additionally, I feel that the entire Summit Road's speed limit (on the tops) should be reduced too.</p>
10676	Louisa	Eades	Lyttelton	have some concerns	have some concerns		<p>Research shows that double yellow lines increase drivers' perception of risk: http://www.aa.co.nz/assets/about/Research-Foundation/Risk-Awareness/Driver-Risk-Perceptions-Report-LR-09-17.pdf?m=1507000122%22%20class=%22%20%20file</p> <p>I do not support continuous double yellow lines on the whole road as this may cause some drivers (especially if elderly, risk-adverse, or</p>

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							<p>unfamiliar with the road) to drive very slowly (30kph or slower). The inability to overtake cyclists for most of the road (as it is generally too narrow to overtake a cyclist and allow them 1.5m without crossing the centre), is also problematic.</p> <p>Slowing the traffic down on a busy road such as this will result in frustrated drivers, some of whom will react by driving aggressively and performing dangerous manoeuvres.</p> <p>On the other hand, with the current lines, it is common for drivers to drift across the line due to laziness or inattention, so I believe action is needed. On one occasion last summer, in one trip from Governors Bay to Christchurch, I had to take evasive action to avoid no less than 5 cars crossing the line onto my side of the road. Often, these drivers aren't overtaking, they are just drifting and the dashed white lines don't do a particularly good job of signalling "Do Not Cross".</p> <p>My preferred solution would be to have double yellow lines where it is never safe to cross them, ie on blind bends, and have either solid white or dashed yellow lines to send a subliminal visual signal to drivers not to cross unless it is safe to do so.</p> <p>Lowering the speed limit doesn't bother me too much as there are limited stretches on that road where it's possible to drive at high speed for any significant time, but I think 70kph would be better for people who are familiar with the road.</p>
10670	Phil	Jackson					<p>Greetings,</p> <p>Please find below my submission to the council about reducing the speed on Dyers Pass Road.</p> <p>I am writing concerning Dyers Pass Road.</p> <p>Recently there have been a lot of complaints about "Boy Racers" . This letter is not in any way to condone their behaviour, but is to ask for considered measures in response.</p> <p>The main purpose of this letter is to ask that the commuter traffic from the harbour over Dyers Pass is not impacted in a detrimental manner by inadvertent side effects.</p> <p>I believe that means leaving the traffic control measures on Dyers Pass Road the same as they are now; same speed limits, and no yellow lines.</p> <p>My observation of the traffic over Dyers Pass is that it falls into four distinct categories:</p> <ul style="list-style-type: none"> • Commuters • Casual (occasional) drivers • Boy racers (for want of a better term) • Cyclists <p>The best time to observe commuters is between 6:00 and 8:30 am when they are almost the only drivers on the road.</p> <p>You will see that the traffic flows over the hill smoothly and at a fairly fast pace, but within the speed limit.</p> <p>Typically up the first section of the hill you will see 70 to 80 km/h with speed varying due to the conditions after that to the top.</p> <p>From the Kiwi to the Takahe speed again varies but will travel about 60 to 65 km/h for about 70% of that section.</p>

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							<p>Casual drivers generally drive more slowly than this and that is respected by most commuters.</p> <p>Although when the speed drops below 40 km/h it is not uncommon to see someone pass them. There are at least three places between the Takahe and the Kiwi where a driver familiar with the road can do this safely.</p> <p>I generally encounter one or two drivers travelling at 40 km/h or less a month, often in the weekends.</p> <p>“Boy Racers” is a term that is used to characterise those who drive excessively fast (over the current speed limit), and often recklessly and noisily.</p> <p>They do not obey the rules today and I have no reason to think that they would obey any stricter rules in the future.</p> <p>Cyclists are the forth user group and it is no wonder as this is the only hill available to the Christchurch cycling community within a reasonable distance. Cyclists going down the hill are not normally a problem. But cycling up can be a concern as naturally they travel more slowly.</p> <p>I used to cycle this road, but now will drive to the Takahe and cycle from there as it is much safer.</p> <p>Any road widening that can be done to improve up-hill safety for this group would be welcome.</p> <p>Overtaking</p> <p>This can be achieved at present with the speed limits of 100 km/h and 70 km/h.</p> <p>Any reduction in these limits would strictly limit overtaking opportunities.</p> <p>An example: When following a slow car though Governors Bay and up the hill, you have the option to pass them when Dyers Pass changes to 100 km/h if the road is clear. But this requires accelerating to 75 or 85 km/h which is within the speed limit now.</p> <p>Likewise, travelling from the Takahe, if you are following a car at 35km/h, on exiting certain corners you can accelerate to 65 or 70 and safely overtake.</p> <p>Double Yellow Lines</p> <p>These sound like a good idea, but on examination, there are some potential problems.</p> <p>Until I phoned the Council I did not know that it is legal to cross them to overtake a cyclist, and I suspect that 99% of the public would not know that either. Therefore most motorists will either have to follow cyclists at their pace or cross the lines thinking they are breaking the law.</p> <p>Also, to safely pass a car, you must pass it immediately you see the way is clear. Even waiting 10 or 20 m out of the corner is too long as the car will invariably speed up a little as they exit and the whole manoeuvre becomes too dangerous. In talking to the Council there are rules as to how long or short these lines can be and it sounds like they cannot be painted over a short enough distance.</p> <p>Traffic Statistics</p> <p>Please be very wary when hearing stats on traffic and speed.</p>

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							<p>The traffic over the hill is very temporal and spatial. There are different traffic characteristics at different times of the day and different speeds on different sections of the road.</p> <p>An example: I saw that speed was being measured on the hill just on the town side of the Kiwi. Traffic naturally travels more slowly over that section as there is an intersection at the top and a sharp corner at the bottom. So placement of the survey will affect the results.</p> <p>I do not know if they filter a series of cars down to just one car or count them all. But generally on the hill if you have a line of cars, it is because the front car is causing all of the rest to travel slower than they want to.</p> <p>Also, if looking at speeds, it should be broken down into hours, so that you can see how commuter traffic flows more freely than weekend traffic.</p> <p>In conclusion, please do not penalise the commuters who travel this road far more than the few who cause problems.</p> <p>Cheers</p> <p>-Phil</p> <p>██████████ mobile</p>
10665	Keagan	Girdlestone		support the plan	support the plan		
10659	Nicola & Geoff	Williams		support the plan	support the plan		I think that this is a well overdue, very appropriate change to the existing speed limit & central lines
10658	Aaron & Suzy	Boddy	Rd 1 Lyttelton	support the plan			<p>We live in Gov. Bay and travel the hill 2-3 times per day for the last 6 years this road has progressively got more dangerous. This is due to speed (to fast and also unconfident too slow) drivers and also the many cyclists that refuse to bike on the roadside.</p> <p>It is great that something is trying to be done so we support this proposal. We would like a sign for cyclists say ' look for cars behind you'. We see near miss accidents most days so we hope this new speed limit will reduce this. Hopefully there will be more police issuing tickets esp. to the young boy / girl races.</p>
10657	Kathleen	Catley		do not support the plan	do not support the plan		<p>1. General comment, how many of the accidents are caused by inappropriate passing or speeds between 60 k/hr and 70 k/hr?. I would need this info before I changed my mind. There is one safe passing area from Governors Bay to Sign of Kiwi.</p> <p>2. How many are caused simply by bad driving? There are safe passing areas from Sign of the Kiwi to top entrance to Victoria Park. There is often very slow traffic and it is absolutely necessary to be able to pass.</p> <p>3. I'm sure most if not all are caused by going over the centre line around the blind corners. Do something about this rather than what you are suggesting. 70 k/hr is quite a reasonable speed on almost all of the route with the exception of some of the 'bends' which are already well signposted.</p>
10656	James	Smith	Hampstead	support the plan	support the plan		
10655	Morrin	Rout		do not support the plan	do not support the plan		<p>I have lived in Governors Bay for almost 40yrs so have experience of driving this route in all conditions. These plans will, in my opinion, not achieve the anticipated goals. We need the ability to pass safely both bikes and cars. And 60mph is too restrictive for portions of the road, namely the Gov. Bay part of the road.</p> <p>I note there are no double yellow lines on any part of the road now. If you choose, you could put them on critical corners & on the brow of the hill at the Sign of the Kiwi.</p>

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10654	John	Abbott		have some concerns	have some concerns		The plans are an improvement but do not address one of the major problems on Dyers Pass Road - Cyclists. There is not enough room for bikes and cars. Cyclists hold up traffic which often causes cars to pass when unsafe. Perhaps the track (old road) below the road could be developed for bikes and bikes could be kept off the road during peak times. We lived on Dyers Pass Road for 14 years - bikes always the biggest concern.
10653	Harry	Talbot		support the plan	support the plan		
10652	Jennifer	Barrer	Cashmere	support the plan	do not support the plan		Proposed 60km Speed Limit Very sensible. Far too many accidents. I am pleased at your diligence however when there are accidents the road contractors don't seem to replace white markers along edge of road. Please deal with this issue you will notice how many gaps there are. Proposed no passing lines. Because there should be 6 spaces created along the route where people may pass. Easy by making enclaves on hill side part. There need to be more white markers upright put in also.
10651	David	Smith		support the plan	do not support the plan		Passing should be allowed within speed limits because the road is used by a lot of cyclists
10648	David	Anderson		support the plan	support the plan		I have lived in the house at 236 Dyers Pass Road for many years and still own it Exiting my driving onto Dyers Pass Road has become increasingly fraught because of the the increased traffic whooshing round the corner coming to the city. Also the traffic was a hazard for the children walking to school as the council would not put in a footpath to just one house So i strongly support the 60km/hr speed limit proposal on this part of Dyers Pass Road There is almost nowhere that it is safe to pass on the PentrePlace? Governors Bay section of the road so double yellow no passing lines are sensible
10639	Dan	Skipper	Hillmorton	have some concerns	support the plan		It's a good idea to lower the speed and prevent dubious passing maneuvers but I question why the speed limit changes up to 60km/h where the plan indicates. There are many car parks on the side of the road and the start of the Harry Ell track just above the sign of the Takahe as well as resident driveways. I suggest increasing the speed limit beyond the last house, perhaps here -43.584910, 172.637421.
10637	James	Gardner	Halswell	support the plan	support the plan		I think these proposed changes will make Dyers Pass safer for motorists and cyclists. However, I don't think many people understand or know of the passing cyclists on double lines rule. This could cause some confusion, fear and anger. Maybe adding this info to the speed limit signs could help.
10636	Stephen	Baker	Fendalton	support the plan	support the plan		
10633	Lyn	Gallagher	Christchurch	support the plan	support the plan		We drive this road often and have been concerned about the speed cars travel. Will speed cameras be installed to ensure that drivers adhere to the 60 kmh limit?
10631	Tracey	MacArthur	Christchurch	support the plan	have some concerns		The explanation above indicates "Motorists can legally cross the double yellow lines to pass a cyclist provided it can be done safely". I have always understood these lines indicate NO PASSING UNDER ANY CIRCUMSTANCES. Perhaps there are other drivers with this misconception. If so, drivers could become very frustrated if they get "stuck" behind slower traffic such as cyclists. Double yellow lines on certain sections of the road - where it is narrowest and/or tight corners - could be a better solution.
10630	Sian Rose	Collins	Governors Bay	support the plan	have some concerns		I am concerned about the on going serious problem of anti social drivers using Dyers Pass Road, mainly at night, and causing excessive noise disturbance as well as posing a risk to other drivers. Will the new speed limit be adequately policed so that those who have no regard for the legal limit are apprehended?. This is not happening at the moment and needs police attention. If no passing lines are added then I suggest better signage or demarcation of safe places to pull over so that slow drivers (many drive this road at 30 kmph) are encouraged to allow others to pass e.g. 'slow vehicle bay'

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10628	Janet	Bramham	Cashmere	support the plan			
10627	Eva	Mason	RD 1	support the plan	support the plan		I support both plans because it will improve safety and it will be easier to enforce safe speeds particularly regarding boy racer. They are a big problem in Governors Bay. I also like to see the speed limit reduced on the Summit Road regarding boy racers.
10626	Andrew	Barclay	Spreydon	support the plan	do not support the plan		I support the plan to have 60 kmph as I drive and cycle this road regularly (weekly) an 60 on this road is fast enough given the nature of corners and width. Please don't put yellow doubles. When I cycle it is important to allow cars to overtake cyclist and give them plenty of room (by sometimes crossing the centre line if clear). Yellow lines will endanger cyclist with cars passing too close to cyclists. It will also infuriate motorists getting stuck behind slower cyclists. This will lead to motorist road rage endangering cyclists and motorists.
10625	David	Elms		support the plan	support the plan		We support the proposals, but make the following comments: 1. We have no idea what you mean by the acronym "RRPM", and cannot imagine what might be placed at 50 metres spacing - lights? 2. Double yellow lines would mean that it would be impossible to legally overtake cyclists moving slowly uphill. There are places where it would be safe to do so, depending on relative speed, even though we agree that for much of the road such overtaking is not safe. 3. Please, at some time in the future, widen this narrow and busy road, and install cycle lanes.
10624	Megan	Devane		support the plan	support the plan		Really good idea to lower speed limit & put in no passing lines. This will make a very difficult road safer.
10623	J	Young		support the plan	support the plan		Please consider extending 60 kmph limit to Summit Road on either side of the Kiwi. Please consider slow vehicle uphill lanes on the (steeper) Governors Bay side
10622	Ann	Camfield	Cashmere	have some concerns	have some concerns		Takahe to Kiwi 60 kmph - total no pass Great idea, we feel the Kiwi Rd is narrow & cornered and has a number of cyclists. I think more cycle / cars signs would be good 1. Cycles one behind other (visual sign) 2. Cars cannot go around cyclists unless no oncoming traffic (I know it's a rule but there are "dippy drivers") 3. More 1 1/2 metre space signs too Governors Bay Road side should only have "no pass" in places & possibly a mix of 70 / 80 /60
10621	Donna	Goldsbury	Cashmere	support the plan	do not support the plan		Sometimes its necessary to go over the centre line in order to get past cyclists going up the hill. More consideration needs to be made in making it safe for cyclists. i.e. alternative cycle route / cycle lane. Widen the road. Regards Donna
10620	Hamish	Love	Cashmere	support the plan			
10619	Bruce & Leonie	Dunstan	Cashmere	support the plan	support the plan		

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10618	Joanna	Ewing	Cashmere				<p>I feel possibly 60 km is too slow for the last stretch coming down to Governors Bay often the last sharp bend - perhaps 70 km here.</p> <p>Like many other residents of this area the activity that affects us most is Boy Racers at night:- not just the noise & rubber burning wheelies but danger to other drivers & property. There are many instances of tail gating & dangerous passing all the way up from Lower Cashmere.</p> <p>I have some suggestions:-</p> <ol style="list-style-type: none"> 1. Road humps placed on the 3 points of Dyers & Hackthorne - or a traffic island (this is done frequently & to good effect in France) 2. A police presence - a police car at odd times parked at the base of Dyers Pass Road or Hackthorne maybe a deterrent. 3. Camera to catch those & other dangerous drivers over the hill - perhaps on the Takahi & Kiwi, at sharp corners (even if not operating these may deter) The police helicopter could take a night time run over the hill at times. 4. If the reduction of speed is not fully successful perhaps intermittent could be installed. <p>These few unruly hoodlums are causing distress, anxiety & danger to those using the hill at night many like myself, will not drive over after about 10pm.</p> <p>I realise this is a secondary issue, but a serious one. We fear for our lives. I don't think these lawless 'creatures of the night' will take much notice of speed signs or yellow lines frankly.</p> <p>Thank you for endeavouring to make our wonderful hill a safer place to drive. Jo Ewing</p>
10617	John	Clark	Cashmere	support the plan	have some concerns		<p>I suggest delete the uphill no passing line in the few areas where it is safe to pass.</p> <p>Construct slow vehicle lanes / passing lanes where practical.</p>
10616	Ian	Hegarty	Cashmere	support the plan	support the plan		'Boy Racers' on Summit Road are the biggest problem it's only time before someone is killed
10615	P & M	Hogwood	Cashmere	have some concerns	support the plan		Our only comment would be that 50 kmh would be more appropriate. it would be difficult to maintain 60 kph on such a dangerous road that includes cycles. A good percentage of drivers travel over the designated speed limit anyway.
10614	Kerry & Andrew	Henderson	Governors Bay	support the plan	do not support the plan		<ol style="list-style-type: none"> 1. Cut back the vegetation on the side of road (especially already burnt shrubs that block extended view). Being able to view ahead clearly makes passing cyclists safer. 2. Put double yellow lines on all the blind corners.
10613	Kent	Dawson	Cashmere	support the plan	support the plan		<p>Why did it take so long to make such a common sense decision?</p> <p>Current speed limit is totally unsafe (especially for cyclists) and completely irrational.</p> <p>We totally support the planned changes.</p>
10612	Pene	Ferguson	Cashmere	have some concerns	have some concerns		<p>Really good idea. Fully support. At the same time could you put up signs telling cyclists to stay single file, and to warn cars of cyclists and to keep their distance from cyclists.</p> <p>Slower cars will increase cycle safety, but still good to warn cars cyclists could be around any corner.</p>
10590	Liam	Gains	Cashmere	have some concerns	do not support the plan		Speed limit of 70 is fine as it is at the moment. However the issue with not being able to pass driving up dyers will cause on going issues especially with not being able to pass cyclists moving slow up the hill i have no issues with cyclists as i am one. Not being able to pass a cyclist and the intern slowing traffic and causing an uphill traffic jam... not ideal

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							Cheets Liam
10589	Mike Sullivan	Sullivan	Governors Bay	support the plan	support the plan		
10588	Robin	Anderson	Lyttelton	have some concerns	have some concerns		Think 60km/h too low. It will only frustrate regular hill drivers. Additional passing lanes essential. Warning signage for tourists to indicate "Medium to high risk route"
10587	Mark	Gilmour	Darfield	support the plan	support the plan		Even 60kph from the sign of the Kiwi to the City is too high. Most of the corners cannot be taken safely at 50kph. But 60 is a good start and long overdue. This comes from an ex-Lyttelton resident and ex Sgt of Police.
10583	Matthew	Scott	Waltham	support the plan	support the plan		
10581	Don	Neutze	Governors Bay	have some concerns	support the plan		From my experience living as I do just below the open road sign on Dyers Pass Road my concern is that unless the speed limit is Policed it will not have the effect required. Motor Cycles and a great number of cars are doing a far far greater speed when passing our entrance than the 50kmh limit that applies. Unfortunately Policing would be very difficult if not impossible.
10580	Michael	O'Neill		have some concerns	do not support the plan		Changing the speed limit is not going to make the road any safer. Improving the road by making an area where people can safely bike septate to where the cars travel should be the main objective. Not cheap things like signs to put the blame onto others. Double yellow lines will cause a lot more driver frustration and anger. A lot more slow driver pull over areas. If the council was really concerned it would wooden the road and make it safe for all types of users. As they do in other countries.
10571	John	Pattinson		do not support the plan	do not support the plan		This road is a vital artery connecting Lyttelton Bays with the city. Its primary purpose is to provide free access between harbour communities and the city. It is only secondarily a playground for the narcissistic pursuits of recreational cyclists, whose sole concern is with their own physical well-being. Rather than constantly pandering to their wishes, I suggest a toll should be levied on all such cyclists, the proceeds of which could be earmarked for much needed improvements to the condition of the road itself. We don't need lower limits or more yellow lines.
10567	Donna	Moore	Governors Bay	do not support the plan	do not support the plan		If double yellow lines painted, it would cause a lot of tension and anger towards cyclists and slow drivers. Where will you put all the passing bays you will need? This is rural road, speed limits are not going to stop boy racers. But it will annoy residents.
10566	Kelly & Robbie	Governor	Governors Bay	have some concerns	have some concerns		It is great Council are doing something to reduce the risk on Dyers Pass Rd. However this proposed seems to ignore the biggest issue which is that the road is too narrow to safely accommodate vehicles & cyclists. Most of the dangerous passing is done by cars passing cyclists. Your proposal will make the lanes narrower and still allow cars to pass cyclists. Many drivers will not realise that they are allowed to cross the yellow line & will restrict the traffic flow. Until something is done to address the issue of cars passing cyclists the road will remain unsafe. Better signage, monitoring & possibly restricting cyclists at busy times might be worth considering. I am often confronted by cars on my side of the road as a result of cars passing cyclists!!
10565	Sam	McCarthy	Governors Bay	do not support the plan	do not support the plan		We believe that the proposed changes will not solve the problems occurring on this section of road. From our experience, all the accidents we have witnessed, come across or heard about would not have been avoided by simply changing the speed limit and double yellow lines. We believe a better option would be to introduce more and better pull over bays, sign posted in advance, for drivers and cyclists to use. At present only local road users are aware of places to pull over and the majority of places have big pot holes in them

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							which could be off putting for drivers and cyclists. This allows more people to use this road in their own comfort zone and without affecting all road users.
10564	Christine	Beardsley	Cashmere	support the plan	support the plan		I have lived in Cashmere for 20 years and note a great change to traffic density over that time. Even travelling in Cashmere 50kms zone many people travel 60kms per hour. There are many more cyclists on the road (which is great to see) but slower travel by motorists is needed to ensure when driving on a blind bend e.g. to Governors Bay etc motorists can (stop in time slow down) to prevent hitting cyclists. Also passing on this road is dangerous - I have myself nearly been hit in my car by dangerous over taking by others. Thank you this is a wise plan.
10563	Julia	Macdonald	Cashmere	support the plan	have some concerns		Need signs for the bike users to cycle single file because they all ride double file and you cannot pass them, they make the road dangerous and if you put double yellow lines in then legally we cannot pass them. Cyclists are a major hazard on Dyers Pass Road & have to drive past them daily.
10558	Susan	Winter	Cass Bay	do not support the plan	do not support the plan		
10555	Tim	Pattinson	Diamond Harbour	do not support the plan	do not support the plan		The accident issue is confined to late night boy racers using the road as a racetrack. There is nothing wrong with the speed limits imposed at the moment. I have been driving this route for over 20 years, and never felt unsafe or felt the need to drive slowly because of other drivers on the road. The real problem is lack of consideration of slow drivers, and cyclists, who simply ignore the basic rules of sharing the road. I would highly recommend passing places be considered for drivers who choose to drive slowly, and safe passing lanes which cyclists are required to use. There are many locals who are very experienced in driving this route, and slowing them down will cause great inconvenience on their daily commute.
10553	Meredith	Rookes	Cashmere	support the plan	support the plan		Please extend the double lines down Dyers Pass Road to Colombo street and do anything possible to stop the boy racers!
10551	Rhodora	Sagles	christchurch	support the plan	do not support the plan		If motorists can legally cross the double yellow no passing lines, then why go through the trouble of changing the lines and spending money? The reduction of the current speed limit sounds more sensible.
10550	David	Mason	Christchurch	support the plan	do not support the plan		Double Yellow lines is total overkill and will only lead to frustration and risk taking. Being stuck behind a slower driver and being unable to pass sensibly will create frustration and force risk taking in a possible more risky situation I am totally opposed to this proposal. The reduced speed limit is acceptable
10549	Laura	Molles	Cashmere	support the plan	support the plan		I completely agree that the current speed limits on the road are too high, especially considering its importance as a shared route for motorists and cyclists. I think it would be useful to have signage at either end of the road reminding motorists that they are permitted to pass cyclists when safe to do so - I would be concerned that if they weren't aware of this, inconsiderate drivers would drive aggressively and dangerously close behind/next to cyclists.
10548	Helen	O'Neil	Cashmere	support the plan	support the plan		
10547	Juliet	Ayrey	Cashmere	support the plan	support the plan		
10540	Anneleise	Hall	Diamond Harbour	have some concerns	have some concerns		Hi at the top where the cafe is is quite blind and I'm wondering if that intersection could perhaps have a mirror or slightly different configuration so it's easier to see Dyers traffic. There is also a real problem with cyclists riding 3 - even 4 abreast. This is worse at the Allandale, Ohinetahi and teddington sections of the Harbour road. I the cycling rules need to be amended that single file only where there are double yellow lines and cyclist need to face fines that are enforced. It's scary and dangerous. I fully support cycling for health and

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							environmental reasons but there seems to be an impunity and ignorance by some that completely disregards rules and vehicular traffic. It is not unusual to round a blind corner (not at speed, I drive in the slow side as I always have my dog in the back, to find oneself confronted with a cluster of cyclists riding 3 or 4 abreast. They should ride off-road if they want a social chat. Perhaps some signs reinforcing cycling rules. I really would like council to consider single file only rule where there are double yellow lines. Dirty this isn't just Dyer's comment. Thanks for your consideration.
10535	Fiona	O'Neill	Diamond Harbour	have some concerns	have some concerns		Need signage and passing bay re very slow drivers and cyclists being told to allow those behind (often more than 5-7 vehicles) to pass. For many this is NOT a scenic drive. It is our only means of getting to work etc.
10528	Susan & Hamish	Roy	Cashmere	support the plan	support the plan		We think this is a great idea - the speed of everyone (particularly & usually the cyclists) needs to be kept in check, because as a resident in this area the number of times cyclists tailgate or just go far too fast is not right as it puts all concerned in danger (... as a parent of small children). The number of cars on a weekend night too that use the road as a racetrack - it would be great if the police have more comeback to manage behaviour i.e. lower speed limit
10527	Stephen & Fay	Hodge		support the plan	support the plan		Yes can't wait for this to be done. Have avoided several motorists speeding and driving dangerously over this road. Cyclists are a large problem also with the road being so narrow in parts. Boyracers!! this is mainly a nightly event - one only has to look at tyre markings at base of Dyers Pass Road & Governors Bay Road - at Sign of Takahe also not to mention Gebbies Pass - part of the Boyrace speedway circuit. Rubbish dumped all over road also on Dyers Pass - bottles, carton; KFC & MacDonalds paperbags. Residents stop when possible to clear this mess and avoid accidents
10526	Clive & Kate	Murden	RD1	support the plan	support the plan		Out if interest what are RRPM's as referenced in the 'Typical Cross Section' example provided?
10524	K	Woodward		support the plan	support the plan		
10523	S	Lloyd	Rd 1	support the plan	support the plan		Please extend around the bays to Lyttelton
10517	Laura	Tilley	Governors Bay	support the plan	support the plan		
10515	Brett	Malzard		do not support the plan	do not support the plan		Issue on that road is cyclists. Doesn't matter how fast you go the issue will be the same. A alternative route up the hill for road cyclists would be the ideal. This would remove a large amount of hazard for everyone
10514	Jordan	McGimpsey		do not support the plan	do not support the plan		The road is just too narrow for the amount of traffic that uses it. Cyclists take up too much room, there's very little room to pass and driver skills cause road rage. We need driver training as much as we need roads widened
10513	Matt	Richards	North New Brighton	do not support the plan	do not support the plan		I use that road regularly and speed is not the issue in my opinion. The major problem on this road is the cyclists. They don't hug the side of the road so cars have to cross the center line to go round them. I have on occasions see them two and three abreast doing about 5Kmh/hr uphill. Cars then take silly risks to get around them. They are inconsiderate and don't care how many cars they hold up. Ban them or widen the road
10510	Susan	Brittan	Parklands	have some concerns	support the plan		I consider 60 km/h to be excessive and too high for this stretch of road, especially on weekends when the road is very busy with traffic and cyclists. A limit of 60 would be considered a target rather than a maximum by many drivers when some sections of the road require speeds of half that. I have long considered a more appropriate speed limit would be 50 km/h maximum to ensure the safety of all road users.
10509	Becky	Collett	Cashmere	have some concerns	support the plan		We live in one of the houses above Pentre Tce on Dyers Pass, i.e. on the section of road that is currently 50k/h and proposed to increase to 60k/h. With a speed limit of 50km we already have great difficulty safely entering and exiting our driveway, and crossing the road on foot to the tracks across the road, as it is a blind corner and already not safe. I am very concerned that if the speed limit on this section is increased to 60, it will be even more dangerous for us to get out of our driveway, and for our children to safely get across the road to

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							get to the tracks and carparks on the other side of the road. I support 60 k beyond the houses but would propose leaving the speed limit at 50k for the section of Dyers Pass above Pentre Tce where there are houses, and increasing to 60 after that.
10508	Zac	Luxton		do not support the plan	do not support the plan		
10507	Ben	Curgenven		do not support the plan	do not support the plan		
10506	Luke	Baker	Kaiapoi	have some concerns	do not support the plan		Speed limit changed could be helpful to reducing the risk of motor collisions but this will have to be enforced onto the cyclist community aswell as they would tend to undertake vehicles travelling at lower speeds. Double yellow lines would be ridiculous as most motorists would not overtake cyclists cause huge delays and frustrated drivers. The motorcyclist community will not sit behind slow moving vehicles waiting behind cyclists causing us to take higher risks
10505	Cameron	Spiers	Burwood	do not support the plan	do not support the plan		I go over dyers pass 4 times a week minimum. The problem is cyclists. Ban cyclists from using the road as it is too narrow. Causing people in vehicles to do dangerous overtakes to get passed them.
10504	Marcus	Healy		do not support the plan	do not support the plan		
10503	Glen	Koorey	Huntsbury	support the plan	have some concerns		As was indicated two years ago from the survey of 750 people regarding Dyers Pass Rd, there is strong support for a lower speed limit; this will help to reduce safety problems for all users. I'm a little unclear whether the no-passing lines are meant to be for the benefit of slow drivers or cyclists. My concern is that many people are not aware of the nuance of the overtaking rules that allows you to overtake a cyclist across a no-passing line, and may try to squeeze past on the lefthand side of the centreline even when it is safe to cross the centreline – perhaps some information signs for motorists along the route could be useful?
10501	John	Ell		have some concerns	support the plan		Once again Council seeks to gain support for the cheapest quick fix solution and again only wants to place restrictions on motorists and completely ignore the hazards continuously presented by cyclists and slow vehicles i.e tourist bus operators or heavy trucks. Dyers Pass Road particularly from the sign of Kiwi to Cashmere Road requires widening and is at it's worst between the entrance to Victoria Park and the Sign of the Kiwi. Council also fails to police traffic laws relating to traffic cutting corners which is at epidemic proportions on the entire length of Dyers Pass Road. While I support the continuous yellow line and the speed restrictions proposed it is just another pathetic effort by Council to kid themselves they are doing something when again they are failing in road safety and traffic flow management.
10500	Thomas	Kulpe	RD 2	have some concerns	have some concerns		I have been using Dyers Pass Road for the last 30 years on a (work-) daily basis. I support the speed limit and overtaking ban (double yellow line) provided Council builds an adequate number of slow vehicle bays. There are two bays now but they are not sealed, not signposted and one is too short. The problem are old buses and trucks that crawl up the hill with 15km. If Council does not intend to more and suitable slow vehicle bays I do support the speed limit but not the double yellow line.
10495	Abe	Zarour	Edgeware	do not support the plan	do not support the plan		The big problem is that people don't know how to drive around hills they going very slow with a lot of cars behind them and there is many opportunities to pull over and let people pass but they rather not so causes frustration and people try over take in dangerous spots My way of thinking you should have more slow lanes for people to be able to pull over but not stop driving if they don't have the confidence or make more stopping points for the same result and Inforce it as well which will make everyone get what they want
10494	Terry	Gyde	Governors bay	do not support the plan	do not support the plan		I am a commuter on that road and a cyclist on that road. Changing the speed limit will not change anything unless it is policed. Double yellow lines will prevent motorists from passing cyclists and create more confusion and conflict. There is a very small minority in our community who have nothing better to do than whinge. I am also a professional firefighter from Spreydon fire station and we attend most accidents. Your statistics are misleading. I would suggest 95% of accidents are on the stretch of road between the takehe and the kiwi. I would also suggest that 95% of those accidents are boy racers or inexperienced drivers. I make this statement based on the call outs I have attended over many years on that stretch of road.

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							Changing a sign or a speed limit will do nothing to change any of these issues. It's a narrow road that can't be changed so we must learn to share the road and be considerate to other road users on that stretch of road.
10493	Rose Alicia	Pearson	St. Martins	support the plan	have some concerns		I also feel it is not really possible to safely drive faster than 60kph along the upper road. I think passing a bunch of cyclists requires the same clearance as passing a car. Thinking of other roads in NZ - it seems double yellow might be appropriate. I do not have strong feelings on the yellow line issue.
10492	Dorothy	Batcheler	Avonhead	support the plan	have some concerns		Having double yellow no passing lines, may be misunderstood by some motorists, to be always obeyed, despite choosing to overtake cyclists. This could lead to passing too close to cyclists for safety. Perhaps frequent sections where the roadway is widened a little will give opportunities for cyclists to be overtaken safely, would be worth considering.
10489	David	Gregory	Lyttelton	have some concerns	have some concerns		Observations: as a user of this route on a daily basis for 15 years I would suggest that the unreported accident level is much higher than the reported accidents. On Monday mornings, Dyers Pass is often littered with "bits" of vehicles, the result of the weekends "boy racer" (16 to 40 year olds!) collisions with the crash barriers. I believe that the reported fatal accident was related to black ice and had no relationship to speed. Ice is a winter hazard on Dyers Pass. Bad driving is the issue. What is being suggested will have no effect on this. Question: What monitoring will be put in place post the changes to see if they have any effect on reported accident levels? Proposed 60km/h speed limit: The speed limit will be ineffective against the same people who speed now. It will lack enforcement (as now) and will be widely disregarded. If people routinely break the speed limit in Governors Bay (even residents do this) they will do so on Dyers Pass. Those who regard Dyers Pass as a challenging rally course will continue. Suggestion: Use of "average speed" cameras as used in the UK. If a motorist's speed between two cameras exceeds the calibrated average for that stretch of road they should receive: a) a warning; and then b) a fine for further exceedance Double yellow no passing lines: Is it permitted to pass a vehicle that is stopped? Tourists often stop at all points on the Dyers Pass road to take photos. Many drivers routinely cross over the existing road markings, particularly motor cycles, on bends, often on blind bends. This will not change. Active enforcement is again required.
10488	William	Gordon-Wright	St Albans	support the plan	support the plan		
10487	Beverley	Flitton	Charteris Bay	do not support the plan	do not support the plan		This will not fix the problem. All it will do is add to the frustration and make drivers break the law with little or no risk of being caught. The road needs to be widened and cycle lanes added to both sides of the road. There also needs to be Slow Vehicle Lanes in both directions on both sides of the hill to give the competent drivers a chance to pass. On top of this shoulders need to be added to allow the police to operate and for drivers to pull over and give way to other traffic. Changing the speed limit will not work. The police will not be able to enforce it as they cannot turn around to stop offending drivers. The problem is a mix of tourist coaches, trucks, car drivers who cannot drive on hills and ride the brakes from the crest of the hill to the base added to the hundreds of cyclists who just add to the frustration by riding in the middle of the lane or side by side. There is not

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							<p>enough room to pass.</p> <p>These are the reasons drivers engage in poorly judged overtakes, not the speed limit.</p> <p>On top of this the road surface is in a poor state and no one wants to drive near the edge due to the crumbling seal.</p> <p>The same problem is also on Gebbies Pass Road and Charteris Bay Road.</p> <p>Your fix is like putting gaper tape on a gunshot wound and hoping the patient will not die before you can train a doctor.</p> <p>Sort out the roads and don't make the lack of good road engineering the drivers problem.</p>
10486	Andrew	Flitton	Charteris Bay	do not support the plan	do not support the plan		<p>This will not fix the problem. All it will do is add to the frustration and make drivers break the law with little or no risk of being caught.</p> <p>The road needs to be widened and cycle lanes added to both sides of the road. There also needs to be Slow Vehicle Lanes in both directions on both sides of the hill to give the competent drivers a chance to pass. On top of this shoulders need to be added to allow the police to operate and for drivers to pull over and give way to other traffic.</p> <p>Changing the speed limit will not work. The police will not be able to enforce it as they cannot turn around to stop offending drivers.</p> <p>The problem is a mix of tourist coaches, trucks, car drivers who cannot drive on hills and ride the brakes from the crest of the hill to the base added to the hundreds of cyclists who just add to the frustration by riding in the middle of the lane or side by side. There is not enough room to pass.</p> <p>These are the reasons drivers engage in poorly judged overtakes, not the speed limit.</p> <p>On top of this the road surface is in a poor state and no one wants to drive near the edge due to the crumbling seal.</p> <p>The same problem is also on Gebbies Pass Road and Charteris Bay Road.</p> <p>Your fix is like putting gaper tape on a gunshot wound and hoping the patient will not die before you can train a doctor.</p> <p>Sort out the roads and don't make the lack of good road engineering the drivers problem.</p>
10485	David	Taylor	Cass Bay	support the plan	support the plan		<p>This 60km speed limit should be for the whole inner Bay Harbour (Governors to Lyttelton and summits Gebbies to sign of kiwi. I am an avid cyclist and nearly been killed twice from people racing there cars around the summit</p>
10484	James	Nimmo		support the plan	support the plan		
10483	Adam	Brasell	Moncks Bay	do not support the plan	do not support the plan		<p>I do not support this plan. Driving safer is a good thing, but this road has underlying root issues that need addressing, rather than a band-aid approach.</p> <p>I am not opposed to people driving safer, and I do support the lowering of the speed limit from the Sign of the Kiwi down to Governors Bay. But, I think 70km/h is a reasonable speed that could be applied to the whole section, rather than 60km/h. Pressure on brakes and gears from the Sign of the Kiwi to Governors Bay would be increased at a 60km/h limit. I do support making the summit road a 70km/h zone.</p> <p>A no passing strip the entire length of the road would be immensely frustrating for local drivers stuck behind slower sight-seeing drivers or cyclists. We need to think holistically about the risks involved with this approach. While maintaining a calm driving demeanor is a great thing and should be encouraged, it is difficult to put into practice 100% of the time. A perceived lack of control over one's own decision-making is conducive to increases in stress levels, and drivers that face passing restrictions on this particular road will likely perceive this as</p>

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							<p>a lack of personal control.</p> <p>The greater issues are with the road itself, and there are many factors. The road is a lifeline for harbour residents. The road is narrow and is not suitable for shared traffic. The road is periodically occupied by boy racers who drive recklessly, and in excess of any speed limit. The road is not policed adequately.</p> <p>Better solutions could include: widening the road; constructing more passing/stopping bays; constructing a separate cycleway for road cyclists; placing a vehicle weight-limit on the road (restricting heavy trucks); a greater police presence to prevent reckless driving (boy racers).</p> <p>I would be in immense support of constructing a separate cycleway for road cyclists. Whilst I do not think the road is suitable for cyclists and cars, removing cyclists from the Port Hills is undesirable as well. This measure would support both methods of transport.</p>
10480	Phillipa	Shurmer	Cashmere	support the plan	support the plan		<p>This is all fantastic.</p> <p>Who owns or maintains the trees and bushes along the side? If these were removed or trimmed considerably then it would allow for much safer passing. They are especially large at the beginning of the safest places to pass but stop you seeing ahead and so you can't.</p>
10478	Peter	Gough	Governors Bay	support the plan	have some concerns		<p>The addition of double yellow lines over Dyers Pass may create some unforeseen problems. Will every driver (including foreign and domestic tourists) know that it is OK to pass a bike even if it means crossing the double yellow line (assuming it is safe to do so of course)? I predict that yellow lines on their own will make queues of traffic and frustrated drivers even longer that they are now.</p> <p>So the whole road will need as many laybys and pull overs for bikes, slow trucks, camper vans and busses that can be created, especially going uphill.</p> <p>Safety would be improved immeasurably if some of the trees and bushes that impede sight-lines are trimmed back to what they were 10 or 15 years ago. This is especially true around the section below Victoria Park. This is a cheap and easy improvement to safety.</p> <p>How about dealing with the boy-racer problem that plague our lives almost every night? Just check out the rubber tyre marks at the bottom of the hill in Governors Bay.</p>
10475	Tim	Bowman	Mt Pleasant	do not support the plan	support the plan		<p>Hi there,</p> <p>I do not think speed is the issue and would like to the speed limit to stay. I think a couple more speed signs would be beneficial as a lot of drivers who drive on Dyers road are driving well below the speed limit and also do not courteously pull over to let other pass.</p> <p>I do believe double yellow lines is a good idea, however there needs to be more signage of the speed limit and perhaps also of areas for people to pull over if they see another motorist is more confident on the road.</p>
10473	Paul	Hogwood	Cashmere	have some concerns	support the plan		<p>Speed limit should be 50. Road is too dangerous with multiple cyclists.</p>
10472	John	Morrison	Ilam	do not support the plan	do not support the plan		<p>I'm a cyclist, motorcyclist and motorist and been using this route at least once a week (often more) for over 40 years. I could accept a reduction in speed limit to 70kph but otherwise see no reason to change the status quo. The cost and associated disruption is unwarranted. There are many more urgent matters facing Christchurch post earthquake that this money could be spent on.</p>
10468	Kenny	Moore	Rangiora	do not support the plan	do not support the plan		<p>This councils answer to everything is to reduce speed limits and increase cycling - over it! Keep out of motorists lives and just let us get on with what we have always done. You have gifted large chunks of the CBD to idiotic cyclists, decimating hard working businesses in the process - let us hard working motorists have Dyers Pass without the constant threat of cyclists in the middle of the road when we come around a corner. I think that is clear enough for you to understand my views :-)</p>
10462	Jo	Lillig	Hoon Hay	support the plan	support the plan		

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10461	Mark	Radburnd	Bryndwr	support the plan	support the plan		
10459	Georgina (Gina)	Waibl	RD1 Lyttelton	have some concerns	do not support the plan		<p>I support the reduction of speed limit on Dyers Pass Road.</p> <p>I agree that 60km/h is appropriate for much of the route, with the exception of the section of road from Governors Bay to the first large hairpin corner when travelling up the road, where 70km/h may be more appropriate. However, given the desire to implement one consistent speed limit, 60km/h over the entire route is acceptable.</p> <p>It would have been useful to know what the NZTA's calculated Safe and Appropriate Speeds for this road are, rather than simply stating that staff have driven the road and consider 60km/h to be appropriate.</p> <p>I have reservations regarding the proposal for double yellow lines and RRPMS on the centreline.</p> <p>While I agree that vehicles crossing the centreline are a significant issue (I have travelled this road regularly over a period of about 25 years and have observed drivers crossing the centreline a number of times), I don't think double yellow lines are appropriate on this route.</p> <p>This is largely because, while the proposed changes state that cyclists can be overtaken at double yellow lines, this does not appear to be allowed for in the Road User Rule. Additionally, and possibly more importantly, drivers will be unsure about whether they are allowed to cross double yellow lines to pass cyclists. This is important as a significant proportion of the poor driving behaviour on the hill occurs when drivers wanting to travel at faster speeds are held up by those travelling at slower speeds.</p> <p>Additionally, double yellow lines have traditionally only been used to mark lack of visibility on vertical curves, and while I am aware that some curving roads have used double yellow lines in more recent years, I suspect that these routes have wider lanes and/or a low number of cyclists travelling on them. Dyers Pass Road is a relatively narrow road with very high numbers of cyclists using the route, particularly on the Christchurch side of the hill and often concentrated at particular times of day/days of the week.</p> <p>A better solution may be to mark solid white centrelines with RRPMS on curves as this will still have a stronger visual and audible effect than the broken white lines but won't have the confusion associated with crossing double yellow lines to overtake cyclists. However, the maintenance costs of RRPMS should be considered, particularly as the road does get snow and ice on it at times.</p> <p>Additionally, CCC may want to consider installing a cycle lane through Victoria Park (on and/or below the road that goes through Victoria Park), suitable for those cycling at speed. If well designed, this could result in a significant proportion of road cyclists electing to take this low traffic volume route.</p> <p>Lastly, I suggest that CCC consider reducing the speed limits on Summit Road at the same time. I am of the opinion that Summit Road could be classed as a recreation and access route, as well as being very narrow and having high numbers of cyclists and pedestrians along the road, and therefore I believe a 50km/h or 60km/h speed limit could be considered.</p>
10456	Annette	Brockerhoff		support the plan	support the plan		
10454	Keith	Jessop	Christchurch	support the plan	support the plan	Flow Kayaks	This road needs a dedicated cycle lane. It is the most popular hill climb for thousands of cyclists, and also the most risky. I understand that the investment is significant, but perhaps we might consider bike-track tolls. I would be willing to contribute for greater cyclist safety.
10453	Oliver	Fairclough		have some concerns	do not support the plan		most incidents at higher speeds is a result of the drivers choice to exceed current speed limits. a change will likely result in the same reckless driving and longer travel times for the law abiding driver. 70 or 80km/h is a nicer pace for most road users.
10451	Greg	Gimblett	fendalton	support the plan	support the plan		Active cyclist . Also access Charteris Bay by car

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10449	Kieron	Thorpe	St Martins	support the plan	have some concerns		Please provide signs making it clear that it's ok to cross the yellow lines to pass a cyclist. Or better yet - provide an uphill cycling lane too.
10448	Thomas	Young		have some concerns	support the plan		Strongly support reducing the speed limit, but without regular enforcement it will not be effective. Currently the poor and unsafe standard of overtaking on this road that currently occurs without penalty makes me concerned that this speed limit change will not be observed by most drivers.
10445	Rosie	Belton	Christchurch	support the plan	have some concerns		I am personally okay with the proposed 60 km limit but if it is a battle I would compromise with 70km. I think it is wrong to have no allowance for overtaking. Yes to double yellow lines for majority of roadways but at least 4 areas for overtaking of slow vehicles. Two on each side of hill. At least 2 of these allow for slow driver pullover. These need to be properly marked. I do hope something can be achieved to make this roadway safer and able to be policed more easily
10443	Latham	Berry	Cashmere	support the plan	have some concerns		As a cyclist I doubt many drivers would understand that they are allowed to pass a cyclist moving slowly uphill if there is a double yellow line. This could cause driver frustration and resentment of cyclists unless signage is also installed informing drivers that passing cyclists is acceptable. A better solution would be to widen the road and provide an uphill cycle lane of adequate width (1.5m) with high quality surface (asphalt) and maintain it properly (ie sweep regularly to keep clear of grit/gravel/litter/broken glass). This would allow cars to pass cyclists without hassle or danger. Downhill cyclists tend to travel at a speed that is less of a nuisance to cars.
10441	Martin	Jagers	Rolleston	support the plan	support the plan		As a cyclist and motorist this is an excellent move. But will need to have some level of enforcement for it to have some teeth. As a cyclist I have had some really close calls with cars/trucks trying to overtake close to or just after a bend and have had to take evasive action at times, leaving me with a very high heart rate.
10440	Jennifer	Dray	Huntsbury	support the plan	support the plan		I am a cyclist using this road frequently and find that many motorists don't know how to pass cyclists safely. A reduction in speed will make the environment safer.
10439	Allan	Campbell	Christchurch	support the plan	support the plan		Excellent ideas. I have always considered that the open road speed limit for this stretch of road was too high and felt pressured by other motorists coming up from behind me if I was doing less than the stated speed limit.
10437	Tessa	Zant	Halswell	support the plan	support the plan		Descending this road on bike at speeds approaching 60km/h can be frustrating if drivers are also trying to pass you. As a cyclist it is important to 'take the lane' around blind corners at this speed, both to stay in control of the bike and stop cars from trying to overtake in an unsafe manner. Some drivers get annoyed at this and will drive in an aggressive manner, either by honking or getting too close to your back wheel. By reducing speeds to 60km/h cyclists will be able to descend safely and without feeling harassed and cars will be discouraged from trying to pass at excessive speed, when it is not safe to do so.
10436	Joanna	Kelly	Cashmere	support the plan	do not support the plan		Need the ability to pass cyclists. Double yellow lines should not mean a driver is penalised for passing a cyclists between Sign of the Takahe and Governors Bay. We live locally and use that road a lot and there are always cyclists. If you just wait for the cyclists the road blocks up with cars. The road is narrow and double yellow lines would mean you would not have room to pass without crossing the lines.
10435	Rebecca	Parish	Ohinetahi Valley, Allandale	have some concerns	have some concerns		Dyers Pass Road is currently shared with truck and trailer units, over-width vehicles from/to the Port and Peninsula, stock trucks, forestry trucks, visitors, new drivers to Dyers Pass Road, residents and cyclists. It is an environment whereby the road is very narrow, has limited passing access, and many obscure sightlines and bends. As a daily road user along this stretch of road I strongly believe that the most outstanding issue is not speed but the significant amount of unreported near-misses as vehicles need to cross the centre line to pass cyclist traffic and at times face on-coming traffic. This road should not cater for recreational cyclists. The road width is not sufficient to pass cyclists without remaining within the vehicle lane. It is extremely difficult to gain clear visibility, especially at peak cycle season to pass cyclists. It is necessary for us as a family to use this road to get to and from our home. We use this road at times up to six times per day. It is not necessary for recreational cyclists to use this road at all. In addition, cyclists are not forced to cross the centre line when passing, yet my

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							<p>family and I are when we pass a cyclist in our vehicle.</p> <p>In a suburban vehicle, it is impossible to pass cyclists anywhere along Dyers Pass Road without crossing the centre line, this places my family in daily high risk situations. Yellow lining and speed restrictions are certainly welcomed, but they will not assist this fundamental elevated health and safety risk/issue. Unless CCC/NZTA propose to include a separate cycle lane along Dyers Pass Road, then cyclists should be banned from using the road. Until this occurs there will remain a high potential for road user fatalities or serious harm. In addition, many new sight-seers and local visitors do not know how to safely pass cyclists and often put themselves and many other road users at serious risk and harm.</p> <p>Cycle use needs to be urgently diverted to other roads. Cyclists should be banned from Dyers Pass Road, it is simply too dangerous and the road width is too narrow to have them safely using Dyers Pass Road.</p> <p>I am not opposed to cyclists. On the contrary, it is delightful and certainly very positive to see cycle users on the road network within Christchurch. I am however very concerned that cyclists use Dyers Pass Road, and that cycle popularity along Dyers Pass Road is increasing, yet this part of the road network is not designed nor appropriate for cycle use. Council are negligent in allowing cyclists to use Dyers Pass Road, (albeit that Evans Pass Road has not reopened yet). This must be amended to ensure the safety of all road users.</p> <p>I believe is not out of scope nor context for CCC to review the removal of cyclists along Dyers Pass Road for the safety of all road users. This review should be undertaken under urgency.</p>
10434	Vasupong	Samrarnam arin	Harewood	have some concerns	do not support the plan		<p>First of all please excuse for my poor English.</p> <p>I do not support double yellow no passing lines due to I experience that I previous encountered. I was on my way to Governor's Bay for lunch I was stuck behind overseas lady who were cruising at 30km/h on the straight and 20km/h around the corners and bikes who cycling along side of each other taking half the lane and wouldn't move.</p> <p>The biggest issue I have and many of my peers are the fact that New Zealand allow overseas drivers drive with overseas license for a year without having NZ license. The majority of overseas driver go back home each year so their overseas license is viable for another year and another and another. You will not imagine how many overseas drivers do not know New Zealand driving rule. This problem with overseas driver has occur over and over many and many times but no one done anything about it.</p> <p>Back to Dyers Pass topic. I do not mind supporting the 60km/h plan because I do not understand the fact that Harewood Road, Christchurch speed limit is 50km/h and it is a straight road which Dyers Pass is windy road with a lot of blind corners and you want 60km/h?</p> <p>Why not station a patrol car up on the hills Friday, Saturday night to prevent accidents that boy racers could have course.</p> <p>My conclusion is,</p> <ul style="list-style-type: none"> -NO double yellow no passing line due to extremely slow drivers and bad manner bikers. -Sort out overseas driver with no New Zealand driving license issue first Dyers Pass is a small picture comparing to the amount of overseas driver that do not know what is give way. <p>I do not have my own supporting information due to I am not allow to use my phone whole driving but here is some evidence.</p>

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							<ul style="list-style-type: none"> - https://www.youtube.com/watch?v=5PVsGryOqRM - http://www.nzherald.co.nz/nz/news/article.cfm?c_id=1&objectid=11804305 - http://www.stuff.co.nz/motoring/news/75502673/shocking-driver-crossed-centre-line-about-50-times-in-35-minutes - http://www.stuff.co.nz/the-press/news/88150440/chinese-driver-killed-in-crash-south-of-christchurch - http://www.nzherald.co.nz/nz/news/article.cfm?c_id=1&objectid=11777226 - https://www.radionz.co.nz/news/national/312774/tourist-driver-to-pay-\$30,000-over-fatal-crash - http://www.newshub.co.nz/home/new-zealand/2017/03/crash-accused-foreign-driver-claims-horse-hit-his-car.html
10433	Roly	Steedman	Diamond Harbour	support the plan	support the plan		I drive this route to work daily, and have regularly observed cars passing on corners & crossing the centerline due to taking the corners to fast and winding up on the wrong side of the road into oncoming traffic.
10431	Tracey	Walker	Rolleston	do not support the plan	do not support the plan		
10430	Anne Charlotte	Wallen	Allandale	support the plan	support the plan		
10429	Gabriele	Medak	Allandale	support the plan	support the plan		
10428	Christiane	Hollmer	Allandale	support the plan	support the plan		
10427	Bernie	Prior	Allandale	support the plan	support the plan		
10426	Karen	van Willigen	Ohinetahi	support the plan	support the plan		Wonderful idea
10425	Lucy	Carey		support the plan	support the plan		
10424	Christian	Schoenfeld	Spreydon	do not support the plan	have some concerns		<p>Lowering the speed limit is not a solution at all here as when traffic is heavier, cars naturally slow down. When traffic is light there current speed limit is fine and reducing it is only going to increase travel times for no benefit.</p> <p>I regularly commute between Christchurch and diamond harbor and over the past few years the major hazards I have seen are cyclists when riding double wide and motorists passing gear those cyclists when it isn't always safe. Otherwise it seems to be only the occasional tourist/rental that causes traffic problema by not being able to keep up with the regular flow.</p> <p>Therefore I DO NOT agree with the idea that lowering the speed limit will somehow increase safety. The responsibility to drive to road and traffic conditions needs to remain with the driver</p>
10423	Michael	Tolsma		do not support the plan	do not support the plan		

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10421	David	Collins	Governors Bay	do not support the plan	support the plan		<p>Hi</p> <p>I have been driving this route regularly for over 40 years and am a former director of Gabites Porter. Has there been any actual study of the safety issues by someone suitably qualified? Saying "Council staff have driven the route numerous times..." does not inspire confidence.</p> <p>I once helped survey a set of cross sections over about 50 metres in the vicinity of the "horsetrough bend" (upper hairpin on the Gov Bay side) for an appeal in the Environment Court. The plan produced showed the road varies in width considerably here (and elsewhere) so I think the "typical cross section" you have provided is pretty meaningless.</p> <p>We also put out spaced counters across the road to measure the speeds of vehicles approaching the Horsetrough Bend from above, and found a great variation of speeds. From observation, many drivers approach that bend at close to the limit of their control and sometimes get caught out as the turn tightens on a downhill gradient. Even the most over-confident drivers were found to be travelling less than 50kph going into the Horsetrough Bend however, so I doubt if changing the speed limit would have any significant effect. The comfortable speed along Dyers Pass Road is largely determined by the curves and the surface undulations and tighter restrictions on speed over the few straight sections would just be seen as silly and would be ignored. I say that partly because there is virtually no enforcement of speed or other aspects of driving such as crossing of the centre line near corners. I have never seen a Police officer checking speed or anything else between Governors Bay and the Sign of the Takehe. They go for the easy pickings of the straight sections of road within Governors Bay.</p> <p>I do support painting yellow lines (probably double lines in most places). This would provide a clear signal that it is not appropriate to overtake over most parts of the route. It would assist safety to provide more places for slow traffic to pull over.</p> <p>I have seen several near misses at the Horsetrough Bend and there have been several accidents there. The Environment Court granted consent for the driveway there on condition that some widening would be undertaken to provide a turning pocket for vehicles coming from ChCh to the property to wait in, if they have to give way to uphill traffic. The widening and marking of the turning pocket was never done. While they would not solve the dangerous situation at that bend, it would be better than nothing and the Council should have enforced that condition long ago.</p>
10420	S & B	Parry	Cashmere	do not support the plan			<p>We do not support the proposed 60 km/h speed limit as detailed on the plan.</p> <p>In particular the existing 50 km/h limit from Pentre Terrace to the change to 70 km/h about 400 metres south should not be changed.</p> <p>This section of Dyers Pass Road is clearly urban with many residential driveways. Visibility to and from the driveways is limited by curvature of road and increasing speed limit would be dangerous. The existing 50/70 change is at the end of the residential development and a clear change of environment. This should be used as change point if the 70 km/h to the south is being changed</p>
10419	Blair	Cassidy	Governors Bay	support the plan	have some concerns		<p>I live in Governors Bay, and commute every day by bicycle into the Central City. I am concerned that adding no passing lines will mean cars will not give me enough space when passing me, as they will not all feel free to cross the no passing lines while doing so.</p> <p>I want convex mirrors at blind corner for safety like below website www.dhk.gr.jp/index.html Hiroko Takeda</p>
10417	Jan	Dunne	Cashmere	support the plan	support the plan		<p>Please can cyclists ride single file and not obstruct traffic.</p> <p>Assume can still pass a slow cyclist (like myself)</p> <p>Oops - have just read that slow cyclists can be passed.</p>

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							Such a sensible proposal!
10416	Sarah	Maeder	Governors Bay RD1	support the plan	support the plan		
10415	John	Pauwels		support the plan	support the plan		<p>What w wonderful set of 2 ideas</p> <p>I have driven this road for the past 50 odd years and seen incredible stupidity. (The likes of both speeding and overtaking inappropriately). Also have experienced much frustration from others in a hurry e.g. tail-gating.</p> <p>60 kmph I feel is an absolute maximum and at several bends warrants decelerating to 35 kph.</p> <p>I hope this wise proposal sees the light of day and the driving experience is enjoyable for all - especially in the weekends</p>
10414	M	Horgan		support the plan	support the plan		<p>We support the proposals 100%</p> <p>100 kph on Dyers Pass Rd is just crazy</p>
10413	Peter Sadd & Suanne Russell			support the plan	support the plan		<p>Good plan.</p> <p>We travel this road a lot and frequently feel like we're the safety car in a Grand Prix</p>
10412	Karen & lan	Shaw	Cashmere	support the plan	support the plan		<p>Its a pity we can not make all of New Zealand roads - no passing, eventually maybe with the introduction of more designated passing lanes, this could happen.</p> <p>If this were to occur I'm sure it would make an impact on cutting the present road toll down, significantly</p>
10411	R	Venrooy		support the plan	support the plan		
10404	JOHN	PETRIE	HILLMORTON	support the plan	support the plan	NZ Express Transport	Support as this is a narrow piece of roadway and current speed level is too high for safe travel with other road users.
10401	Lorraine	Heaton-Caffin	Christchurch	do not support the plan	do not support the plan		I travel all times of day working at the hospital. Wkends included. I come across Sunday drivers driving at 40kph to bloody boy racers who travel as fast as you can. Being stuck behind a Sunday driver travelling slow and not being able to pass if being able is frustrating along with driving home with the nutters late at night. You drive to the road layout and conditions. If save to pass why not. If you are driving to the speed your able to safely why not. I can understand why you are doing it. Safety is paramount but it won't stop the boy racers and this guys have accidents along with people who drive too fast, whilst not knowing the road conditions.
10400	Craig	Scott	Burwood	support the plan	support the plan		
10399	Oliver	Batchelor	Spreydon	support the plan	support the plan		Fully support the lower speed limit - would prefer 50km/hr. The route is widely used by a range of recreational users and suffers from being rather congested. As for overtaking you're definitely gambling with the lives of anyone coming the other way.
10398	Sophie	McDonagh	Dunedin central	support the plan	support the plan		I lived in the area of Dyers Pass Road for several years (including when I was learning to drive) and therefore drove this stretch quite a lot. I don't think I ever felt confident to drive at 100km/hr on any part of the road, and often felt pressured to go faster when there was another car close behind me. I also experienced people passing unsafely and on blind corners, reducing the speed limit could reduce the likelihood of people becoming impatient and taking risks.
10394	Teresa	Whiteside		support the plan	support the plan		
10392	Ian	Forne	Clifton	support the plan	have some concerns		if there are to be double yellow (no overtaking other vehicles) lines from Governors Bay to the Takahe, approx., how are motorists supposed to deal with painfully slow vehicles in front of them ?

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10391	Alex	Jamieson		do not support the plan	do not support the plan		<p>I believe changing the speed limits and adding double yellow lines on the section of road will not make any difference to safety on this road.</p> <p>The real issueâ€™s with this stretch of road are:</p> <p>Poor maintenance, many parts of this road are in terrible shape, if it was to be maintained properly it would be much safer for all.</p> <p>Inexperienced drivers. Quite often inexperienced drivers go on this section of road. They travel well below the posted speed limit, and even below the proposed speed limit. Even though these drivers are well below the limit, they continually cross the center line. These drivers cause many cars to be held up, thus resulting in dangerous passing maneuvers.</p> <p>Cyclists. It is quite normal to come across cyclists on this stretch of road, the issue being that cyclists on this stretch of road generally arenâ€™t very courteous to motor vehicles, this can cause very big hold ups and along with that I have whitnessed cyclist on down hill sections taking up the entire road and even crossing the center line.</p>
10388	Michelle	Greenlaw		support the plan	have some concerns		<p>I agree with double yellow lines but I think there needs to be two or three slow vehicle bays added to the stretch of road if this happens. This will allow easier overtaking of cyclists and slower vehicles (I commonly get stuck behind trucks and tourists travelling as slow as 40km/hr along there).</p>
10385	Ben	Coopet	Burwood	do not support the plan	do not support the plan		
10384	Pete	McDonald	GovernorsBay	do not support the plan	do not support the plan		<p>I cannot support the plan because I believe it will have little, if any effect in regards to safety. Painting lines on roads and putting up more speed signs (they will be defaced by boy racers within weeks) will not address the problem. The main problem is a lack of police on these roads, the police either lack resources or the will to enforce the law, they have said they lack the resources to people in the community. Some drivers are aware of this and so make bad decisions or wilfully use Dyers Pass as a race track, knowing they are very unlikely to be ticketed or pulled over. Because of these facts, I believe permanent speed cameras are the only way to make a meaningful change to the current situation. Painting lines on roads and putting up new signs will just amount to a waste of money if the police are not there to enforce the changes. Don't waste your time on half measures - permanent speed cameras please!</p>
10383	S & J	Wright	RD 1	support the plan	support the plan		About time
10382	Simon	Gould	Cashmere	have some concerns	have some concerns		Great idea. What about adding a bike lane?
10374	Janine	Porter	Parklands	support the plan	support the plan		I agree with the proposal and think it should also be extended to the road right around Lyttelton Harbour - this is another area that people see 100km/h and feel they need to reach that speed even though conditions are not suitable for 100km/h speeds
10372	Luke	Mckay	Riccarton	do not support the plan	support the plan		
10371	Madeline	Squirrell		support the plan	support the plan		<p>If double yellow lines are installed - how can cyclists be overtaken? The danger of cyclists being on that road is very high. Coming around a corner to a cyclists or group of cyclists not following the single line rule could be deadly. There is a cycle track I assume? They need to use that. It is unfair for car and vehicle drivers who use the road and pay for it to have to worry about something like that. Also maybe installing speed cameras up there would be a good idea. I'm a car enthusiast and I am a girl, all this boyracer talk is insulting and there is a difference. I enjoy a drive up there for a view, and at all times follow the law and limits of the road.</p>
10369	Lynn	Anderson	Christchurch	support the plan	support the plan		<p>I am fully supportive of this proposal from the safety perspective. I am also hopeful that these changes could help to mitigate the boy racer problem we have in Governors Bay. This has been continuous for many years and has been profoundly disruptive at night, as well as during the day. It has also caused great and justifiable concern about safety when driving on Dyers Pass Road at night.</p>
10368	Janet	Gough	Governors Bay	support the plan	have some concerns		<p>My concern is that at times there are very slow drivers on the road. I have had to travel at 30kph behind some at times. While passing is dangerous is places there are a few spots where it is safe. My preference would be to have double yellow lines except for those places</p>

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							where it is safe to pass. Safety could be improved by cutting back a lot of the vegetation on the downhill side. I also suspect that if there were double yellow lines for the whole distance nervous and slow drivers would sit behind cyclists and cause long lines of traffic to form.
10367	Leonie	Fraser	Governors bay	do not support the plan	do not support the plan		I have lived in governors bay for 26 years.What it desperately needs is a cycling lane and for the tree to be cut to allow safer passing. The death in the last decade was to my knowledge a local who went off the road. Re: the boy racers that a small group bang on about and that is driving this - why not make the road limit 50 or 60km from 10pm - 6am. Probably a good idea for anyone to be travelling that speed in the darkness anyway. Road speed is far less dangerous than getting the cyclists off the road. I'm a cyclist but I never go on that road now because it is very dangerous (but thousands do.)
10359	Eric	Espiner	Christchurch	support the plan	support the plan		Agree with the plan
10358	Terra	Dumont	Saint Martins	support the plan	support the plan		In addition to the two above proposed changes, I highly recommend that a uphill cycle lane is created so that cyclists are no longer required to share a lane with vehicles. The currently situation is dangerous for cyclists and frustrating for vehicle drivers. Currently Dyers Pass is one of the only routes between Christchurch City and Lyttleton that is paved. As such, it is an important route for both cyclists and vehicles and couldn't be closed to one or the other. An uphill cycle lane could be created by either widening the road or building a separated cycle path through Victoria Park and then the above land. If the second option was chosen it could mobility friendly and also used by walkers, runners etc. It would have to have a speed limit so that it couldn't be used by downhill traffic that wanted to cycle quickly - those users could continue to use Dyers Pass road.
10357	Shona	Galbraith		support the plan	have some concerns		If there is to be a no passing line from Gov bay to sign of the kiwi I would like to see better passing places so that either I, or a slow vehicle that I may be following could pull over. Better road surface on lay by (so not to damage car) and better signage to tell people less familiar or confident with the road (these are the people often driving slower). Thank you.
10354	John	McDonagh	Christchurch	do not support the plan	do not support the plan		Such a proposal would not be effective and a waste of money
10353	Lynette	Glogoski		support the plan	support the plan		I'm a cyclist and I cycle that road. In general the drivers have been good, but you do get the odd impatient drivers or hoons that will cause an accident. In saying that there are some arrogant cyclists out there on the roads too.
10352	Philippa	Wadsworth	St Albans	support the plan	support the plan		A great improvement. We would like these changes implemented. We walk on the hills weekly and sometimes see cars going too fast considering there are people walking, jogging and cycling on or near the road. The drivers would be going within the speed limit but it is disturbing as they could hit these people or other drivers.. We also have discussed how they could go over the edge if they had to swerve or break unexpectedly. The yellow lines are important as we see drivers when going uphill overtake cyclists on bends and we dread that a car or cyclist could be racing downhill and collide with them. We saw the aftermath of the of the later on Huntsbury Hill several years ago. We would like to see these changes implemented on the summit road and other roads going up to the Summit Road as the same conditions apply. These conditions need to apply to cyclists too.
10351	Robin	Wareing	Addington	support the plan	support the plan	N/A	As someone who has cycled and driven this route numerous times these proposals are warranted. It may be worthwhile to investigate installing short passing bays to allow cyclists to move off the main road to allow cars to pass. I realise this is difficult based on the alignment and surrounding topography, but I believe it may re-mediate a number of the fundamental issues encountered on this road.
10348	David	Roche		support the plan	support the plan		Agree. Need to publicise the fact that motorists are allowed to overtake cycles on double yellow if safe to do so. I did not know this myself and I doubt many motorists know this either
10347	Katie	Graves	Christchurch	support the plan	support the plan		We drive this road often, and fully support a reduction in speed - even without the cyclists the road is too narrow and twisty to support a speed limit over 60km/hr. Is there an option for building a separate cycle lane up the road - either through widening the road or by turning

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							an adjoining MTB trail up the side into a wider, nicely surfaced route for both MTB and road bike users. We often notice that most of the problems arise with people trying to pass cyclists on blind corners etc. or overtaking cars who are waiting to pass cyclists. While I fully support dual use (bikes/cars) on the road, in this case there is very little space for either. If the cyclists cannot be moved from the road then I propose an education program regarding passing cyclists etc. and cameras to start targeting drivers who do not abide by this.
10346	Robyn	Barnes	Governors Bay	have some concerns	do not support the plan		Reducing speed limit only works if drivers held accountable for exceeding it I don't believe double yellow lines will stop those that are determined to overtake - they already overtake in dangerous areas so a painted line is not going to deter them. Also concerned re cyclists - I note that it says it is ok to cross yellow line sot overtake cyclist - this seems an "interesting" bending of the law and how are infrequent drivers going to know ? This may result in safe compliant drivers not overtaking cyclists and causing hold ups which may then result in impatience amongst those behind them - increasing danger. Safety would be much improved by reducing number sod cyclist sassing the road - ensuring they ride single file and that they stick to the speed limit- cyclists frequently exceed the 50KPh coming into the residential area on town end.
10345	live	Chapman		do not support the plan	do not support the plan		I use those roads frequently, they are perfectly safe if driven correctly. More emphasis should be given on educating drivers rather than a blanket speed reduction which penalizes the thousands of drivers who use those roads safely every year. Also I can't see why it is necessary for you to want my gender and age, why does it make a difference what different 'groups' of people are thinking, isn't everyone's opinion equally valid?
10343	Frances	Willems	Governors Bay	support the plan	support the plan		
10342	Anouk	Minnaar	Merivale	support the plan	support the plan		
10341	Daniel	Teed	Fendalton	do not support the plan	do not support the plan		Fundermentally this wonâ€™t work! The problem is narrow single lanes with no dedicated cycling lane, up a hill that slows cyclists down to a crawl. The only solution that will work is widening the road to add a dedicated cycle lane. Finding an alternative route for cyclists through Victoria park. Or banning cyclists from the road allgether.
10338	Dean	Buckeridge		support the plan	support the plan		
10337	Tim	Corkindale	Cashmere	do not support the plan	have some concerns		I feel a speed limit change won't affect anything other than more drivers speeding, the problems are uneducated drivers who don't know to keep left that will do 30 all the way over in a car that can easily do the posted 70 or even 50, and when a "passing bay" comes up they don't use it, and to add to this the lack of real signed passing bays is also a problem, when there is a slow car with 7 locals behind them that know the road it is infuriating when they donâ€™t use the passing bays, another problem is the cyclists a great example today of them causing a problem is heading from Christchurch side in to the bay there was a cyclist the lead car slammed on her brakes almost causing a 5 car pileup all because a cyclist was hogging the road, and this was with a clearly inexperienced drover the road is not designed for cyclist and it is not just dangers for them but for us being unable to pass them safely and having to do well under the posted speed limit, which can be just as dangers as going over the speed limit
10334	Andrei	Pirlea		do not support the plan	do not support the plan		The road is tight enough to deter people from going over roughly 60 anyway.. its having to pass cyclists that is the issue.
10333	Miriam	Preston	Diamond Harbour	support the plan	have some concerns		I drive this route regularly. One of the most observed problems is motorists who either refuse to or don't understand they shouldnt pass cyclists into the path of oncoming traffic. Perhaps a TV education as specific to this problem.
10332	Alvaro	Lo-Fo-Wong	Hoon Hay	support the plan	support the plan		this beautiful and windy road is totally unsuitable for the current speed limit. Currently you can hardly enjoy the view because some one is driving impatiently behind you. My only worry is that the proposed change will not be adequately policed.
10331	Phil	Scott	Southshore	support the plan	support the plan		
10330	Peter	Daly		have some concerns	have some concerns		Cyclists often exceed 60 kmh downhill.
10329	Mark	Lane	Sydenham	support the plan	support the plan		I am a cyclist who regularly rides up and down this section of road. Any attempt to make it safer for cyclists and motorists is supported wholeheartedly.

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10327	Richard	Rookes	Cashmere	support the plan	support the plan		
10325	Thomas	Evans	Diamond harbour	do not support the plan	do not support the plan		I am both a cyclist and motorist. I do not wish my commute to take longer than the 50mins to the central city in the morning it currently takes and I love the drive as it is now thanks. Improving the road surface would be a much more effective safety measure in my opinion.
10324	Jeremy	Dyer	Governors Bay	do not support the plan	do not support the plan	Governors Bay Hotel	<p>I have travelled at least twice daily over the hill in my 14 years of owning the Hotel and quite frankly, I do not see how these proposals would have any beneficial effect on road accidents or road toll. Surely one fatality in a decade for such a busy and demanding road is very minimal, albeit regrettable. I do witness a lot of uncourteous and at times, dangerous driving but mostly, slow driving from tourists and people unfamiliar with the road.</p> <p>Personally I think there would be considerable confusion over whether you could pass a cyclist on double yellow lines, as many to whom I have discussed this with, were unsure initially. Undoubtedly this would lead to more congestion and frustration for some.</p> <p>Moreover no one believes the 100kph speed limit is aspiration, most people use their common sense and drive well below this limit. It is a few reckless users that currently disregard the current laws and generally these practises are well into the night. Whilst you may pass legislation and at great expense, I certainly doubt the police would enforce the legislation after 1.00am when most of the current accidents and illegal activity occurs.</p> <p>The erection of signs indicating to pass cyclists with caution and not on corners would I feel, do far more in terms of road safety for all and on a grander scale, more passing lay-bys so that slower traffic need not frustrate the majority of users.</p> <p>Yours sincerely, Jeremy Dyer</p>
10323	Susan	Denny	Governors Bay	do not support the plan	support the plan		Decreasing the speed limit on Dyers Pass Road will be a futile waste of time because it will apparently be impossible to police. Boy Racers have screamed through Governors Bay four nights a week for years, with total impunity. We live in a 50kmh zone and on a corner where the speed is advertised as 35kms. Boy racers scream through the bay at up to 100kms and we never see a police presence. It has gone on your years despite much community concern.
10322	James	Stainger	Cashmere	have some concerns	do not support the plan		<p>60 to low but think 70 is fair.</p> <p>Yellow lines won't stop dangerous overtaking and will only add to the problem as many drivers will not pass cyclists on yellow lines. The area at the top by sign of kiwi should be 30kmh</p>
10321	Chrys	Horn	Halswell	support the plan	support the plan	n/a	<p>I'm surprised this has taken so long given the popularity of this road with cyclists and the many blind corners and risky passing maneuvers that we see so often! As a regular cyclist on this stretch of road I strongly support slowing the traffic on it and stopping people overtaking.</p> <p>Thanks for doing this - I hope it goes through.</p>
10320	Carolyn	Parkes	Governors bay	have some concerns	do not support the plan		<p>Thanks for this opportunity to comment.</p> <p>I commute daily to work from governors bay to Christchurch via Dyers pass rd.</p> <p>I have only lived in the area for just under 2 years, and although I am now a really confident user of this rd, I know it can be incredibly challenging for people who are unfamiliar with it. I have sat behind motorists, some tourists, some elderly amongst them, who are clearly uncomfortable driving near a shear drop and who have driven over the centre line, frequently. I have also witnessed many instances of motorists frustrated and taking unnecessary risks, whilst trying to pass cyclists on the hill. There are many slow travelers over the hill including trucks, cars and bikes. There are also other hazards such as pedestrians and cyclists crossing the highway unexpectedly by the sign of the Kiwi. At the moment, I believe accidents are happening because of the limited passing opportunities that exist on such a winding route.</p>

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							<p>Putting the speed limit at 60, seems fine in theory, and I see it gives the authorities extra powers to police those who are constantly driving excessive and dangerous speeds, but many users will not be able to achieve this speed and the frustrations will build up even more. With no opportunity to pass slower motorists with double yellow lines in place, this could reach boiling point. Add to that confusion as to whether it is permitted to pass cyclists where there is a double yellow line, there would be chaos.</p> <p>I know space is very limited, but official pull over spots even a slow lane in a couple of places could be achieved, even utilising some existing paths at the top of the hill to separate, motorised and non motorised vehicles, together with the essential signage and education that all slow vehicles including bikes, that are holding up traffic should be obliged to pull over at the next convenient spot, so that faster traffic can overtake. This courtesy was one that was taken for granted when I sat for my test in the UK a few years ago, but it doesn't seem to be one much practiced over here apart from large truck drivers and others who drive for a living.</p> <p>I very much hope that a solution can be found so that all road users can enjoy this road safely.</p> <p>Thanks</p>
10319	Reid	Wyllie	Moncks Bay	do not support the plan	do not support the plan		<p>Personally I think the issue on that road isn't speed, most cars travel under the limit anyway. The issue as I see it is recreational cyclists.</p> <p>I'm all for people living healthy lifestyles and reducing traffic by cycling places.</p> <p>But, I also believe that some roads are simply unsuitable for cyclists, Dyers Pass being one.</p>
10315	David	Coombs	Ferrymed	do not support the plan	have some concerns		<p>I understand that safety and a lowering of the road toll is a high priority and I am all for supporting that. How ever I drive my car over this road most weekends in winter for rugby, in Diamond harbour, and ride my motor bike most weekends in summer for fun. I do believe no over-taking lines in some areas are a very good idea how ever I have on many occasions witnessed cyclists on the down hill side over take cars and motorcycles on the wrong side of the road. And ride 2 or three side by side heading up the hill and this can cause a back log of traffic and frustration, leading to people over taking at inappropriate times The speed should not change it should just be policed better. And there should be cameras to catch dangerous driving and cycling.</p> <p>I'm not sure if this makes the same sence to you as it does in my head but I hope you can get some of the points..</p> <p>Also can you please sweep the roads on the hills better, there is alot of grit and clay in some areas</p>
10312	Pete	Henderson	Christchurch	support the plan	support the plan		In addition the number of parking spaces on Dyers Pass Rd between the intersection with Hackthorne Rd and the intersection with Wenstra Terrace needs to be reduced. Allowing parking on both sides of this part of Dyers Pass Rd makes this part very narrow.
10311	katie	bowron		support the plan	support the plan		
10303	Nicki	Dawson	Northwood	have some concerns	do not support the plan		I believe 100km is too high but 60km too slow - suggest 70km/hr. Also suggest banning cyclists from this road and give them an alternative less treacherous route, as the road is too narrow to allow cars and cyclists side by side and they hold up traffic. They pose a danger to themselves and the vehicles and with double yellow lines cars will get caught behind cyclists going up and down the hill constantly. - regardless of the point that vehicles can't pass cyclist on double yellow if safe - they won't.
10300	Sam	Hand	Parklands	do not support the plan	have some concerns		<p>Speed is not the problem on these roads, it's the 2-3 wide cyclists biking in the middle of the road and taking up far to much room. Multiple times I've ridden my motorbike over dyers pass from both ways and even on a motorbike finding it hard to get past them as they sit in the middle or are swerving all over the place to get up speed. I'm all for getting out and being healthy and active but when the road can barely fit one car in the lanes having to over take multiple cyclists makes the danger.</p> <p>Cheers</p>
10298	Steve	Kinnings	Ranui Crescent	do not support the plan	do not support the plan		<p>I do not support the plan to reduce the speed limit and introduce double yellow lines on Dyers Pass Road as I consider repairs and upgrades to the road would be far more beneficial to the safety on the road. Improvements including:</p> <p>Resurface the road so potholes and rough terrain both, on the road (including the harbour road) and lay-bys, are in a fit state to drive and</p>

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							<p>pull over safely.</p> <p>Introduce a bike lane to ensure the safety of cyclists and vehicles passing cyclists.</p> <p>Introduce signage to encourage sightseers and tourists to pull over and warning signs at the intersection at the sign of the kiwi, where visibility is impaired due to the angles of the road.</p> <p>Also, I suggest the policing of the road after 9pm.</p> <p>If these measures are implemented and monitored for a extensive time period (all seasons/weather conditions etc) and found not to work, then consider your proposal for reducing speed limits and double yellow lines.</p> <p>Kind regards</p> <p>Steve Kinnings</p>
10297	Don	Rae	Governors Bay	support the plan	support the plan		<p>There should be signage asking cyclists to not ride in groups. Even a group in single file is much harder to pass. There should be 50m to 100m in between cyclists. If CCC really wanted to sort the problem of cyclists doing recreation on a busy road, a patella cycling only road would be built. A dedicated safe training road would bring cyclists to Christchurch from all over. Another idea would be to make the bottom loops of Hackthorne and Dyers Pass roads one way only with one side of the road for cyclists and the other for vehicles. A final idea to consider is central barriers on the corners. Dumb Drivers are always crossing the centre line and will do so regardless of yellow lines.</p>
10296	Emma	Kinnings	Diamond Harbour	do not support the plan	do not support the plan		<p>I do not support the plan to reduce the speed limit and introduce double yellow lines on Dyers Pass Road as I consider repairs and upgrades to the road would be far more beneficial to the safety on the road. Improvements including:</p> <p>Resurface the road so potholes and rough terrain both, on the road (including the harbour road) and lay-bys, are in a fit state to drive and pull over safely.</p> <p>Introduce a bike lane to ensure the safety of cyclists and vehicles passing cyclists.</p> <p>Introduce signage to encourage sightseers and tourists to pull over and warning signs at the intersection at the sign of the kiwi, where visibility is impaired due to the angles of the road.</p> <p>Also, I suggest the policing of the road after 9pm.</p> <p>If these measures are implemented and monitored for a extensive time period (all seasons/weather conditions etc) and found not to work, then consider your proposal for reducing speed limits and double yellow lines.</p> <p>Kind regards</p> <p>Emma Kinnings</p>
10294	Diederick	Ruarus	RD 1	support the plan	have some concerns		<p>Thank you for survey regarding Dyers Pass Rd:</p> <p>agree with 60 km/h (minimum speed 40 km/h??)</p> <p>agree with no overtaking and double yellow lines</p>

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							<p>problem: when passing cyclists, a car or truck will cross the yellow lines, I know I will; fine? if caught ?? (unfair)</p> <p>An other possibility:</p> <p>A cheaper option: Make Dyers Pass Rd one way, say from GB to Takahe; back through tunnel/Lyttelton.</p> <p>regards,</p> <p>Diederick Ruarus</p> <p>--</p> <p>Diederick Ruarus</p> <p>██████████</p> <p>██████</p> <p>██████████████</p> <p>██</p> <p>██████████████</p> <p>██████████████</p> <p>Forget my remark about crossing the double lines;</p> <p>Cyclists should be allowed both ways, car/trucks as I mentioned only one way.</p> <p>regards,</p> <p>Diedeirc Ruarus</p>
10293	chris	hutching	st albans	do not support the plan	support the plan		<p>60kms is unnecessary traveling up the road because the gradient slows cars quickly anyway.</p> <p>60kms travelling down the road will create major risks as cars pile up behind each other. Most cars are automatic transmission these days and the heavy use of brakes creates its own dangers for drivers and for following cars. 60kms is far too slow for most situations</p>
10292	Doug	Bonner	Forest Park	have some concerns	support the plan		<p>I am a cyclist and know that it is possible to exceed 60km/h on this section. So I think it would be good if signage could indicate that the speed limit also includes cyclists. Though we all know there are those who won't take any notice.</p>
10291	Sam	Averill	Christchurch	support the plan	support the plan		
10290	Chris	Bannock	Governors Bay	do not support the plan	do not support the plan		<p>Double yellow lines will not stop anything, neither will lowering the speed limit. It will only annoy locals who drive the road daily at the speeds that are written on the signs. Don't punish the locals because external drivers are unable to keep on their side of the road. The</p>

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							multiple pull over areas over the hill should be signposted and tell drivers, who are a bit timid to the hill, to pull over and allow the lines of traffic behind them to pass safely
10289	Murray	Sutherland	Governors Bay	do not support the plan	do not support the plan		I drive this section of road twice a day commuting to Christchurch. Generally the traffic at 7am and 6-7pm flows well and there are no real issues with the speed or dangerous passing etc. Where the main problem lies is in the weekends when there are many tourists, sightseers and cyclists on the road. The traffic then can be very frustrating and consequently dangerous. Vehicle are quite often travelling at 30-40km per hour which forces people into making badly judged overtakes. Cyclist too can be very frustrating at times and often travel 2 abreast blocking the traffic behind them. I think that the 70kph speed limit is fine. Where huge improvements could be made is to turn the many lay-by areas into proper slow traffic lanes and having them well sign posted advising motorist and cyclist to pull over if they are holding up traffic. This I feel would greatly improve traffic safety and flow and be a much better solution than double yellow lines. Double yellow lines or not people will still try and pass if they are held up badly by cars travelling at 35kph.
10288	Nick	Lovett		support the plan	support the plan		Very sensible idea. Although there should be signs informing motorists that they can overtake cyclists on double yellow lines as most drivers are not aware of this exemption. Even a the Automobile Association's head of research seemed unaware of this in a recent Newshub interview: http://www.newshub.co.nz/home/new-zealand/2017/11/fines-possible-for-driving-too-close-to-cyclists.html
10281	Ingrid	Willis	Diamond Harbour	have some concerns	have some concerns		70 km/hr is fine, 60 is probably going to lead to people getting frustrated and breaking the law. The biggest issue is that there are no safe places for slow vehicles to pull over and let traffic pass, except one bay governor bay side just after sign of kiwi. If the layaway zones were tidied up a bit and sign posted for ppl to pull over into them I think it would really help for passing cyclists safely, and also for the tourists to know that they can pull over. Tourists follow the signs, they don't improvise like kiwis when there is no signage. If these passing bays were in place then double yellow lines will work. However, I'm against double yellow if the conditions of the road are not changed. Thanks for allowing us to give you feedback!
10280	Stewart	Gibbon	Cracroft	support the plan	support the plan		The road is narrow and winds frequently with limited shoulder space The ability to pass cyclists is the main passing issue if speed limit is set to 60 Will reduce the racing mentality assuming it is policed
10278	Peter	Jones	Church Bay	support the plan	support the plan		The road law states that you can not cross a double yellow line. With the huge number of cyclists using this road, it would be important to ban cyclists from using this road. It is hard enough to pass bikes on Dyers Pass rd and would be impossible given the rule. I am in favour of this plan but cyclists need to be prohibited from using this road.
10277	Emily	Vincent		have some concerns	have some concerns		Any plan to improve conditions on Dyers Pass Rd must include an alternative for cyclists. As an ex Diamond Harbour resident who has driven that rd hundreds of times I have personally witnessed more near misses caused by drivers trying to pass cyclists than I can count.
10276	Heidi	Gwynne	Diamond Harbour	have some concerns	support the plan		I am particularly concerned about dangerous overtaking of cyclists. There are a lot of cyclists on Dyers Pass road and I have witnessed many near misses over the years when oncoming traffic has overtaken a cyclist on a blind corner. I was not so lucky; one car doing this wrote my car off about 10 years ago, when I came around a corner at 50kph to find a car with all four wheels in my lane. I strongly recommend that an alternative route is set up for cyclists.
10275	Jenny	Trotter	Woolston	support the plan	have some concerns		My concerns about the double yellow lines is not to do with cars- I think if cars were the only thing to consider, double yellow lines would be absolutely the thing to do. However there is the issue of cyclists and how much if that road they take up- a car would sometimes have to cross the double lines in order to pass a cyclist (or cyclists) safely. As an extra issue, personally I think this road can't support both cars AND cyclists- i think it needs to be a road for either one or the other. It is too narrow for both, with no options for widening. I travel this road regularly and often see impatient drivers who take silly risks and/or inconsiderate cyclists hogging the road. I'm just surprised there haven't been more accidents.
10274	Sheena	McLeod	Governors Bay	support the plan	have some concerns		As drivers are still allowed to overtake cyclists, the double yellow lines will make absolutely no difference to safety at corners/blind spots. Making visibility clearer at these spots will vastly improve safety. It is poor visibility & poor judgement that are the issue. Mirrors on bends so drivers can see approaching traffic and cyclists would deter at least some people from overtaking dangerously.

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10273	Calum	Ormond	governor's Bay	do not support the plan	do not support the plan		cyclists riding 2 a day in large packs. It's dangerous. The road is very narrow and there are more people riding over it than there are people driving. It's a narrow road and people can go at their own pace. road is very narrow, (plenty of people) (poor condition on any corner) (no one is driving forward) (it's a narrow road) (it's a narrow road) (it's a narrow road)
10272	Alex	Fletcher	Avondale	support the plan	support the plan		Dyers Pass is just not suitable for high speed travel due its windy and narrow corridor and the high number of cyclists and other road users. It is beyond madness that it has a maximum speed limit which the same as the open road speed limit over much of its length. I fully support the reduction in the speed limit and the resultant reduction in deaths and serious injuries.
10271	Hamish	Laird	Diamond Harbour RD1	support the plan	support the plan		I have been first at a number of accidents on the road. Most of them people were going too fast.
10270	Jacqueline	de Jongh	Hoon Hay	support the plan	support the plan		Great idea, I would feel much safer in the car and on the bike. Once MTB-ing along the bike trail beneath Dyers Pass Rd I encountered a car there obviously from an accident some days earlier, it left the road above and ended up on the bike trail beneath. It didn't feel very safe biking there after that. In the car we usually drive not much over 60k, anything faster feels very uncomfortable. So go for it!
10269	Rachel	Peterson	Waltham	support the plan	support the plan		I travel this road regularly as a courier. I think the current speed limits up on this hill are too high as the bends are very frequent and to do the current speed limits are actually dangerous. The road speed of 70 and 100 in this area is not safe. Even to go from 70 or 100 to 35 on a corner is not realistic. I recommend changes.
10268	Elaine	Middlewood	Allandale	support the plan	support the plan		The speed limit should also be reduced beyond Governors Bay (currently 50 but many people exceed this). There is a small section of road where the speed limit goes from 50 to 70 just going up the rise from Ohinetahi Gardens. Over the brow of the rise are two right turns, one into the entrance way to no 100 Governors Bay /Teddington Road (aka Taunton Gardens) and the second on a sharp bend known as Allandale Lane (a private right of way where there is access to 10 properties). It is VERY dangerous on that corner (and beyond the Allandale Reserve, up to and past the turn off to Living Springs). Can this also be addressed.
10267	Kevin	Sutton	Church Bay	support the plan	support the plan		I travel this road to town for work. Many of the people who live in the harbour are poor drivers and speed along this road, overtake at crazy places and are generally inconsiderate of other road users. Forcing them to slow down and not take risks should cut down the accident rate, to my mind. It will need to be enforced though, as (if you check the Diamond Harbour Facebook site) the locals here think that 100km/h is a mandatory speed on the open road and don't like to be told otherwise.
10266	Julie	Mugford	Ladbrooks	support the plan	support the plan		Great idea! As a keen cyclist that often goes up dyers pass rd id be happy to see the speed limit reduced. Would be great if there was some simple sign to remind drivers to only overtake cyclist when it is safe to do so.
10264	Stuart	BOULD	RD-1 Lyttelton	support the plan	support the plan		I have driven this road for 33 years, and seen the traffic volume increase by a factor of 10 at least. I am also a cyclist but take every opportunity to use the off road route for my better safety. 60 kph is a very comfortable speed today for commuter traffic. Double yellow lines are overdue. Commercial vehicles are a hazard due to size and sometimes route unfamiliarity. I meet loaded logging trucks, tour buses, stock trucks, and container trucks at one time or another every year, and are inappropriate vehicles for this road. These large vehicles cannot negotiate bends on their own side of the road. The greatest hazard is impatient drivers overtaking cyclists on blind bends, too often. Every person on this side of the hill frequently experience life threatening situations from impatient drivers. At the other end of the spectrum the driver who completes the 10 kms journey at 35 to 45 kph whilst constantly on their brakes drives following traffic to distraction. It is also frustrating to follow a diver who cannot moderate their speed and brake on every corner of the journey, be it flat or downhill. The stink of red hot brakes at the bottom of DP Rd is appalling. There seems to be a need for better driving lessons /instruction. The state of the crash rails from one end of the road to the other speaks to something else altogether.
10263	george	richardson		support the plan	support the plan		60 km is too high. 50 km would be more appropriate
10261	Charlotte	Stephen		support the plan	support the plan		It is an excellent idea to both lower the speed limit (there should also be speed cameras and/or "your speed is" signs), and install the no-passing lanes. I cycle and drive this road, and feel that 60 km/h is an appropriate speed for the conditions, so safe drivers shouldn't be doing more than

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							<p>that speed anyway. I would guess that nearly every time I have used that road, I have witnessed cars crossing the centre line, and travelling at what I would judge to be unsafe and unnecessary speeds.</p> <p>It would be good to publicise that it is ok to overtake a cyclist when safe to do so, and that cars should use the opposing lane to do this. This gives the cyclists support to take the lane if they feel it is necessary for their safety, knowing that cars can overtake on the opposing lane.</p>
10260	Erica	Henderson	Charteris Bay	do not support the plan	have some concerns		<p>I drive this road many times a week and the biggest issue regarding speed is boy racers. Those drivers will not obey a 60km speed limit. The next biggest issue is drivers unfamiliar with the road driving too slowly (sometimes as slow as 40km per hour)and not pulling over. That creates impatience and risky overtaking. More passing bays and signs to remind slower drivers to pull over would help immensely. It is a comfortable drive at 70km per hour for many parts of this road</p>
10258	Harry	Weaver	Governors bay	do not support the plan	do not support the plan		<p>60 kph is a very silly idea as it is very safe to go past that limit on 90%Of the hill, as a result of this action you will just be punishing those of us that drive the hill daily and are used to it, the problem we have on the hill is all the people that live in town and never drive a road with corners that are too afraid to get close to the edge. As a result they go 30-40kph and stick on or over the center line making it impossible to overtake and intern breaking a law of impending the flow of traffic. As for double yellow lines see my previous comment, what happens to those of us that can actually drive the speed limit safely when we get stuck behind someone going half the limit refusing to pull in? That would double our usually commute meaning we could show up late for whatever we are going to</p>
10256	Wilfried	Rademaker	Charteris Bay	support the plan	support the plan		<p>Excellent suggestions. Look at Norway: similar geography yet much better roads than in NZ, still they have a country-wide open road speed limit of 80 km/h. A few superhighways have a 90 km/h limit.</p> <p>My experience is that traffic flows far better in Norway than in NZ.</p> <p>And their death rate per distance driven is 1/3rd lower than in NZ!</p> <p>Go for it!</p>
10255	Pete	Simpson	RD2	have some concerns	support the plan		<p>I travel this route frequently and have done so over many years. The predominant accident generally involves inexperienced drivers losing control. It would be useful to have published data on accident statistics given the blanket changes being proposed to test validity of the proposals.</p> <p>Double yellow lines are clearly needed as there are some idiots - young hoons in high performance cars and motorcyclists - who overtake at precarious places with limited visibility.</p> <p>That said, to avoid significant frustrations the speed limit proposed of 60kph is too slow for experienced drivers. A slow limit such as this would create risk of people trying to overtake - especially as someone driving at that speed on straight sections will typically drive far slower at times on the journey.</p> <p>It is quite possible and reasonable for a modern car to be safely driven on that road at 70kph on the straights and slower at corners using good judgement - when conditions are favourable. As one such driver I would resent being slowed down to accommodate a small minority of drivers - who should follow the general advice and drive to their capabilities and the conditions regardless of the posted limit.</p> <p>Why not try 70kph and see what impact that has, and at the same time devise an appropriate mechanism for identifying the people who flagrantly violate the speed limit and safety rules. It's a hard stretch of road to effectively police and the strategies proposed to enforce these changes should be discussed as this is an important part of addressing the problems leading to high DSI.</p> <p>Hope this assists in addressing the matter.</p>
10254	Catherine	Warren	Ilam	support the plan	support the plan		<p>Great to see speeds coming down and the double yellows.</p>

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							Not a cyclist myself but would love to see more signage ensuring cars etc know how much room to give cyclists and that you may have to stay behind them until it's clear to pass.
10253	Liz	Wyllie	Diamknd harbour	support the plan	have some concerns		People who drive well below speed limits and dont pull over when able will need to be policed not just bikes!. Will need more spaces to pass if not allowed to overtake even on straight bits.
10252	Frances	Husband		do not support the plan	do not support the plan		A better option for improving road safety on Dyers Pass road, I believe, would be improving the quality and if possible width of the road to allow a more comfortable road for both cyclists and motorists to use. Also the road needs the addition of well formed (sealed) pull over areas, stopping areas and passing bays/slow vehicle lanes. Also I would be very interested to see the percentage of accidents caused by regular commuters, weekenders versus those caused by cars speeding down the road at night for fun. I am thinking that the high number of accidents are likely caused by anti social drivers possibly racing at night and lowering the speed limit is very unlikely to deter this behavior. I would guess that the other main cause of accidents would be by drivers who undertake risky passing maneuvers to overtake campervans, sightseeing drivers and cyclists, which a better solution to would be better passing spots and pull over spots.
10251	Gail	Houston	Hoon hay	support the plan	support the plan		
10250	jeff	james	governors bay	support the plan	support the plan		I think the same thing should be considered for the section of road just after Rapaki heading towards Gov bay. That 100k sign just after Rapaki will get someone killed for sure.
10249	Chris	McLean	Christchurch	do not support the plan	do not support the plan		<p>I believe that the status quo in regard to dyers pass is acceptable and do not support the plans for a proposed 60kp/h speed limit or the double yellow centre lines.</p> <p>A change in speed limit would not be effective to reduce serious injuries and frequent crashes as these issues are primarily caused by antisocial road users who do not obey the rules of the road. As for the issue with double yellow lines the road is not wide enough to be able to give a cyclist 1m of space and stay within your own lane.</p> <p>I believe some solutions to make dyers pass road safer would be</p> <ul style="list-style-type: none"> * Cut down, thin or trim road side trees to improve the line of sight of all road users. people can make better and safer decisions when they can see more of what is happening around them. *Have police drive over dyers pass at lest to the sign of the kiwi a couple of nights a week and make it public knowledge that this is happening as this may deter or at least make antisocial road users think twice about playing up on dyers pass. *Remove road cones and Temporary speed limit signs from the town side of dyers pass road as there does not seem to be any road works happening and these further narrow the road causing cyclists to move closer to the middle of the road making it harder for cars to complete a safe pass. <p>To conclude i beleive there are many ways to make dyers pass road a safer place for everyone but i do not think the proposed safety improvements will make a difference and may even annoy many frequent users of dyers pass</p> <p>Chris Mclean</p>
10248	Michal	Tutko		have some concerns	support the plan		We welcome reducing speed on Dyers Pass Road, however 60km/h between Governors Bay and Sign of the Kiwi would be too limiting. 70km/h would be more more suitable - same as on Summit Road
10246	Mathew	Clark	Cashmere	do not support the plan	do not support the plan		As a motorcyclist I do not support the changes. The changes would make passing slow vehicles illegal and impinge traffic flow. It would also take a lot of the enjoyment out of the riding on one of our rare hill rides. I think that a large number of accidents are the result of cars crossing the center line to pass cyclists who are holding up traffic. Motorists / motorcyclists who pay for registration and ACC should not be penalized to compensate for increasing cyclists. Possibly consider restricting times when cyclists are permitted to use the road to manage the congestion during peak usage times.

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10245	Debi	James	Govenors Bay	support the plan	support the plan		
10243	Davinia	Bruce	Christchurch	support the plan	support the plan		
10242	Kingsley	Sampson	Hornby	support the plan	support the plan		Barriers should also be erected on the valley side of this road - as one heads downhill,
10241	Anne	Cunningham	St Martins	support the plan	support the plan		This is a sensible plan but does not resolve the underlying issue of a narrow route being both popular with cycles and car. I also wonder why crash barriers aren't being considered? It would be useful to know you have looked more widely at safety measures when you present your preferred options. Aside from anything it would bring legitimacy to your recommendation of these preferred options.
10240	Bianca	Sullivan	Heathcote	support the plan	support the plan		I cycle regularly on Dyers Pass Rd and it's bloody scary! Cars regularly squeeze past me at excessive speeds. While I'm sure these proposed changes won't eliminate that, it may help to reduce it.
10238	Carlo	Stark		support the plan	have some concerns		Considering tourist and non locals additional road signs in regular distances should be installed to clearly communicate that passing of cyclists is allowed where safe.
10237	Pia	Stark		support the plan	have some concerns		Considering tourist and non locals additional road signs in regular distances should be installed to clearly communicate that passing of cyclists is allowed where safe.
10235	Miranda	Rout	Lyttleton	support the plan	support the plan		Long overdue. Please implement the plan!
10234	Graham	Batchelor	Ilam	support the plan	support the plan		
10233	Steve	Boyd	Geraldine	support the plan	support the plan		
10232	John	Carter	Hoon Hay	support the plan	support the plan		
10231	Nick	Rout	Governors Bay	support the plan	support the plan		GB resident. I think the rules on this road need tightening up. Also, more signposting of overtaking /pullover areas.
10230	Gisela	Rademaker	RD 1 (Charteris Bay)	support the plan	support the plan	NA	* - too many curves - too many unsafe drivers, especially at night - too many near-accidents from cars overtaking despite poor visibility of oncoming traffic (curves, weather) - not enough guard rails along steep hillsides (and less bush growth after the Port Hills fire) - many tourists on the road and unfamiliar with the road - feel threatened by fast tailgating drivers
10228	Daniel	Verryt	Diamond Harbour	have some concerns	have some concerns		Biggest problem on that road is the high number of cyclists, boy racers and drink drivers going back over the hill from governors bay pub at closing time
10227	J Paul	Ronaldson	Christchurch	support the plan	support the plan		An excellent idea that, if implemented, will make this route safer and more enjoyable for motorists and cyclists alike.
10226	Steph	Sparrow	Parklands	support the plan	support the plan		Liking both ideas, both as a cyclist and a driver. Thank you.
10225	James	Graham	Aidanfield	support the plan	have some concerns		I don't think many people know "Motorists can legally cross the double yellow lines to pass a cyclist provided it can be done safely" - there needs to be an advertising campaign as part of any changes that happen, even billboards actually on the road if this is done.
10224	Claire	Verryt	RD2	do not support the plan	do not support the plan		Changing the speed limit will make no difference

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10223	Kerry	Dyet		have some concerns	have some concerns		<p>Include the whole Summit Rd from Gebbies Pass to Godley Heads.</p> <p>Drivers need a better understanding of the road rules when it comes to passing cyclists.</p>
10222	Adrian	Heath	Diamond Harbour	do not support the plan	do not support the plan		<p>The majority of those that crash are unlikely to obey the lowered limit. There is currently no basic provision of simple passive measures like passing bays, and signage about allowing passing.</p> <p>A cyclist 'safety' line could be added - a dashed green line on the left indicating the safe distance to pass a cyclist.</p> <p>I would support better enforcement of the current limits, and safe driving practice.</p> <p>Also, provision of proper slow vehicle lanes with highly visible and maybe electronic smart signage to encourage slower drivers to be courteous and allow passing. Enforce this as a safe driving practice as it causes impatient drivers with poor judgement to make dangerous passing manouvres. I would only support double yellow lines on blind corners where drivers frequently cut the corner, however big severe catseyes could also be effective.</p>
10221	Hannah	Davies	Banks Peninsula	do not support the plan	do not support the plan		<p>Lowering the speed limit to 60km/h is only going to produce more people with driving offenses, and is going to be a hazard for people driving down onto the bay side as it will only burn out brake pads. Also, making the whole road into a no passing zone means that no one may over take a cyclist, which will only lead to more accidents and frustrations. If you want to make the road safer, simply ban cyclists. They are the biggest hazard I have ever encountered on that road. Finally, the people who get into accidents on Dyer's pass road are most commonly breaking the speed limit, and over taking on blind corners, two things that would not be improved by lowering the speed limit and double yellow lines.</p>
10220	Colin	McLeod	Christchurch	support the plan	support the plan		<p>It will not require me to change my driving habits there</p>
10219	Steve	Procter	Charteris Bay	have some concerns	have some concerns		<p>On the harbour side there are two stretches where it is currently possible to safely overtake slow vehicles such as school buses this will be difficult at 60k.</p> <p>The most frequent dangerous behaviour I see is people overtaking cyclists on blind bends either crowding the cyclist or crossing the centreline. Your guidance on yellow lines makes it clear that this behaviour will continue. A ban on slow/heavy vehicles, particularly semis/tourist coaches would make sense _ these vehicles are unable to negotiate some bends on their side of the road.</p>
10218	Andrew	Sinclair	Lyttelton	do not support the plan	do not support the plan		
10216	tony	Kidd	Christchurch	support the plan	support the plan		
10214	wayne	parkhill	govenors bay	support the plan	have some concerns		<p>as i live in governors bay i use dryers pass most days. i am 55 and in my experience i find dyers pass the most dangerous ive driven in canterbury.</p> <p>my concen is having cycling on such a road. cyclists on the road frustrates drivers. they get under presure of when to pass and where. the white line is always crossed when passing. at times there can be 5-6cars in line to pass 1 cyclists. motorists take risks to over take.</p> <p>safety is an issue. i would be anxious if i had a family member or friend cycling this road.</p> <p>cycle clubs frequent the road in groups up to 6 or 8. making the road far higher risk to both motorists and cyclists. if yellow lines are put in place we will not beable to pass cyclists at all. as the road code (law) states not to cross the yellow line under any circumstances.</p> <p>lets not wait for another serious injury or death to happen before we all become aware of how dangerous this section of road is. the photo on this link shows a car passing a cyclists and others lined up to do so. this picture says it all.</p>

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							<p>lets put rules in place to ensure we are all safe.</p> <p>proposal 1) close road to all cyclists with the exception of people living in the area cycling to work etc. and cyclists finding another road/street to train on of which there are many on the port hills.</p> <p>proposal 2) having restricted days and hours they can cycle on dyers pass. eg no cycling on the most busy days such as weekends. and no cycling between the hours of 7am - 9.30am and 4pm -6pm week days</p> <p>we are becoming a safety conscious society may dyers pass rd be, to the benefit of us all and not another accident waiting to happen.</p>
10213	Denise	Kidd	Diamond Harbour RD2	support the plan	support the plan		
10211	Tony	Steer	Governors bay	have some concerns	have some concerns		<p>I travel the road daily. My concern with double yellow the whole way is being stuck behind traffic at 30-40kms,(which happens frequently) mainly tourists and drivers not used to the hill, and not having any passing or pull over areas for these cars. It is very safe to pass slow traffic in certain areas, however with double yellow and poor drivers it could very well double the time to get to Pentre terrace. I have no issue with the 60km speed limit, however I am sure if you looked at the accident stats, a high percentage would be the boy racers going over the edge. The speed limit has no relevance for them. If you are able to create passing bays with good signage to alert people of their presence and to use them, then yellow lines could work well. Cyclists should also be single file only and pull over into existing and new passing bays that you create to allow traffic to pass. Regards Tony</p>
10210	Marion	Coburn	Papanui	support the plan	support the plan		
10209	Gareth	Gore	Heathcote	do not support the plan	do not support the plan		There are not enough passing places for double yellow lines all the way. How about building a Cycleway so traffic doesn't get so frustrated by cyclists owning the road.
10208	Eleanor	Wooff	Governors Bay	support the plan	support the plan		
10206	Brendan	Evans	Marshland	support the plan	support the plan		
10205	Joy	McLeod	Diamond Harbour	support the plan	support the plan		There are straight sections approaching Gov Bay that could be excluded from 60 kph restriction.
10204	Fiona	Gibb	St Albans	have some concerns	support the plan		<p>I support both proposals but have concerns about the number of cyclists sharing the road which, to me, is too narrow to be shared especially given the number of corners, many of which have poor visibility. Cyclists require cars to slow down and follow them until there is a good place to pass. I'm not sure that every driver has the required patience (unfortunately) and I acknowledge there can be genuine frustration. I suggest this might be part of the problem and so would like to see it being considered.</p>
10202	Phil	Jackson	Governors Bay	do not support the plan	do not support the plan		<p>Greetings,</p> <p>I am writing concerning Dyers Pass Road.</p> <p>Recently there have been a lot of complaints about "Boy Racers" .</p> <p>This letter is not in any way to condone their behaviour, but is to ask for considered measures in response.</p> <p>The main purpose of this letter is to ask that the commuter traffic from the harbour over Dyers Pass is not impacted in a detrimental manner by inadvertent side effects.</p> <p>I believe that means leaving the traffic control measures on Dyers Pass Road the same as they are now; same speed limits, and no yellow</p>

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							<p>lines.</p> <p>My observation of the traffic over Dyers Pass is that it falls into four distinct categories:</p> <ul style="list-style-type: none"> â€¢ Commuters â€¢ Casual (occasional) drivers â€¢ Boy racers (for want of a better term) â€¢ Cyclists <p>The best time to observe commuters is between 6:00 and 8:30 am when they are almost the only drivers on the road.</p> <p>You will see that the traffic flows over the hill smoothly and at a fairly fast pace, but within the speed limit.</p> <p>Typically up the first section of the hill you will see 70 to 80 km/h with speed varying due to the conditions after that to the top.</p> <p>From the Kiwi to the Takahe speed again varies but will travel about 60 to 65 km/h for about 70% of that section.</p> <p>Casual drivers generally drive more slowly than this and that is respected by most commuters.</p> <p>Although when the speed drops below 40 km/h it is not uncommon to see someone pass them. There are at least three places between the Takahe and the Kiwi where a driver familiar with the road can do this safely.</p> <p>I generally encounter one or two drivers travelling at 40 km/h or less a month, often in the weekends.</p> <p>â€œBoy Racersâ€ is a term that is used to characterise those who drive excessively fast (over the current speed limit), and often recklessly and noisily.</p> <p>They do not obey the rules today and I have no reason to think that they would obey any stricter rules in the future.</p> <p>Cyclists are the forth user group and it is no wonder as this is the only hill available to the Christchurch cycling community within a reasonable distance. Cyclists going down the hill are not normally a problem. But cycling up can be a concern as naturally they travel more slowly.</p> <p>I used to cycle this road, but now will drive to the Takahe and cycle from there as it is much safer.</p> <p>Any road widening that can be done to improve up-hill safety for this group would be welcome.</p> <p>Overtaking</p> <p>This can be achieved at present with the speed limits of 100 km/h and 70 km/h.</p> <p>Any reduction in these limits would strictly limit overtaking opportunities.</p> <p>An example: When following a slow car though Governors Bay and up the hill, you have the option to pass them when Dyers Pass changes to 100 km/h if the road is clear. But this requires accelerating to 75 or 85 km/h which is within the speed limit now.</p>

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							<p>Likewise, travelling from the Takahe, if you are following a car at 35km/h, on exiting certain corners you can accelerate to 65 or 70 and safely overtake.</p> <p>Double Yellow Lines</p> <p>These sound like a good idea, but on examination, there are some potential problems.</p> <p>Until I phoned the Council I did not know that it is legal to cross them to overtake a cyclist, and I suspect that 99% of the public would not know that either. Therefore most motorists will either have to follow cyclists at their pace or cross the lines thinking they are breaking the law.</p> <p>Also, to safely pass a car, you must pass it immediately you see the way is clear. Even waiting 10 or 20 m out of the corner is too long as the car will invariably speed up a little as they exit and the whole manoeuvre becomes too dangerous. In talking to the Council there are rules as to how long or short these lines can be and it sounds like they cannot be painted over a short enough distance.</p> <p>Traffic Statistics</p> <p>Please be very wary when hearing stats on traffic and speed.</p> <p>The traffic over the hill is very temporal and spatial. There are different traffic characteristics at different times of the day and different speeds on different sections of the road.</p> <p>An example: I saw that speed was being measured on the hill just on the town side of the Kiwi. Traffic naturally travels more slowly over that section as there is an intersection at the top and a sharp corner at the bottom. So placement of the survey will affect the results.</p> <p>I do not know if they filter a series of cars down to just one car or count them all. But generally on the hill if you have a line of cars, it is because the front car is causing all of the rest to travel slower than they want to.</p> <p>Also, if looking at speeds, it should be broken down into hours, so that you can see how commuter traffic flows more freely than weekend traffic.</p> <p>In conclusion, please do not penalise the commuters who travel this road far more than the few who cause problems.</p> <p>Cheers</p> <p>-Phil</p> <p>██████████ mobile</p>
10201	Tobias	Wulff	Middleton	have some concerns	support the plan		<p>As a cyclist I support a slower speed limit. Unfortunately, many see the posted speed limit as a target so speeding vehicles can be seen all the time on weekends mixed with hundreds of cyclists which is obviously very dangerous. Personally, I don't think the road is suitable for a speed higher than 60 or 70 km/h. Furthermore, I think the top of Dyers Pass should have a speed limit of 30 km/h as it is very busy (especially on weekends) with pedestrians, runners, cyclists, motor-cyclists and cars. For slower people out on a walk it can be a bit tricky to safely cross from one side of the road to the other (to follow the crater rim walkway) because there isn't much visibility to approaching cars. Because of the hump at the top of the pass and vegetation towards Summit road, it is difficult to drive safely at 60 km/h. If not forced</p>

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							to slow down, it cannot be expected that all drivers going straight across the pass would slow down for safety reasons. I don't think slowing down traffic further for a couple of hundred meters would actually impact traffic flow that much since it's the top of the hill anyway.
10198	Roisin	Burke	Governors Bay	support the plan	support the plan		Cyclists should also be forbidden from cycling two abreast on Dyars.
10197	Juliet	Neill	Lyttelton	support the plan	support the plan		Why not implement this limit along most of the road from Lyttelton to Diamond Harbour as well? Plenty of crazy drivers and boy racers take this route as well.
10196	Jacqui	Freeman	Belfast	support the plan	support the plan		I generally avoid this road as it SERIOUSLY gives me the willies. Its so narrow - WAY TOO narrow for bikes and cars to share its width. I know widening would be enormously expensive but maybe a bike lane could be cut out of the hillside so they don't have to share the road perhaps?
10195	Malcolm	Pearce	St.Martins	support the plan	support the plan		I struggle to drive safely above 60km/hr on that road hence reason to make it law. So many times see vehicles going way too fast and don't have time to react to slow moving vehicle around blind bends.
10194	Gerrard	Walmisley	Cashmere	support the plan	support the plan		I believe the Summit Rd should also be 60k limit (not the 70k as proposed) to deter the boy racers
10193	Paul	Dennis	Church Bay	do not support the plan	do not support the plan		<p>It would be wise to brake incident data further.</p> <p>How many incidents happen after dark? Boy racers.</p> <p>How many are alcohol related?</p> <p>How many are on a weekend?</p> <p>How any have involved frustration at other users e.g. cyclists & slow moving vehicles that insist on not pulling over?</p> <p>This may guide more practical and effective controls.</p> <p>Cyclists only allowed to ride in single file.</p> <p>No Cyclists group to be more than 4 cyclists with at least 3 car lengths between groups.to allow vehicles to pass safely.</p> <p>Provide official signed slow user lanes to allow them pull over.</p> <p>Changing the speed limit- will not target those who speed and boy racers. Will inhibit the speed required to overtake the bunches of cyclists that plague that road. This will lead to more frustration and</p> <p>more potential incidents.</p> <p>Yellow lines will not stop boy racers, drunks from crossing the center line.</p> <p>Don't punish the many because of the actions of a few. A target approach is needed.</p> <p>Thank you</p>
10192	Alexia	Rae	Linwood	do not support the plan	have some concerns		I have lived in governors bay and travel this road regularly to visit my parents. The issue I feel is actually slow drivers causing frustration. There are spots to pull over and let people pass, but these aren't sign posted so people don't pull over when they go 30/40kmph because they aren't confident on the road.big queues then build up as you can't really overtake anywhere. 100k is fine when you know the road. I believe it would prevent more accidents if these pull over points were sign posted, more pull over posts were put in especially GB-CHCH way and signs were posted at the start of the road to tell drivers to pull over if holding up traffic, to encourage the

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							slow drivers to be more courteous, this reducing the frustration and dangerous overtaking. I have seen the dangerous overtaking and itâ€™s ALWAYS because an incredibly slow driver has not pulled over for sometimes huge queues. I donâ€™t believe everyone over the side of the hill should add ten minutes to their morning commute just to cater to the slow drivers when in the last 5 years 90% of problems are caused by them (and cyclists riding two abreast which should be illegal on this road) and the other 10% by the boy racers. Itâ€™s about people being more aware and courteous of the speeds and abilities of those they share the road with, rather than just trying to band aid it with a reduced speed limit which still wonâ€™t help the 40kmph drivers drive courteously.
10191	William	Dunlevey	Christchurch	support the plan	support the plan		I noted the 180 recorded accidents on this piece of road in the last 10 years. We have lived at number [REDACTED] Dyers Pass road for the same period and have WITNESSED within 30m of our address one car on its roof (reported) and have seen four cars lose control spinning across the centre line, another going into the embankment and two mounting the footpath and hitting trees. Again, directly outside our property, I cringe when I see motorcycles conduct passing manoeuvres when there is still about 100m of residential housing, hoping no neighbour is about to pull out of their driveway. I'll support any measure that may slow these vehicles down. Camera's?
10190	Cassandra	Cole		do not support the plan	do not support the plan		The speed limit as it is, is fine. The boy racers at night time are the most dangerous thing on that road. People who travel it regularly know the road and the conditions. Bicycles on both sides of the hill are a major hazard during the day forcing people to overtake in dangerous manners and put lives at risk. There are mountain bike trails off the road. Ban bicyclists because they're too dangerous and they'll get killed one of these days and put more police on that road during the night to catch the boy racers. All the cars I've seen get pulled off that road are boy racers from the night before. Don't punish the regular commuters who are safe and responsible because the boy racers are stupid. Take bikes and boy racers off the road and everyone will be a lot safer.
10187	Bai	Zammit-Ross	Governors Bay	support the plan	support the plan		Yes to the plan . I call *555 all the time coming home from work at 10:30pm as there's alway people traveling way to fast and to dangerous. It has bought me to tears the dangerous driving . Please make a change Bai Zammit-Ross [REDACTED] Governors Bay Christchurch
10185	Julien	Gutknecht		support the plan	support the plan		Targeted road widening should be looked at in future to allow for easier overtaking of cyclists (eg. wider shoulder, slow vehicle bay)
10184	Raewyn	Saunders	Mount Pleasant	support the plan	support the plan		Itâ€™s a great idea. Is there any way to also make it safer for cyclists? I donâ€™t cycle on that road but am often worried about hitting one!
10183	Conor	Keena	Sydenham	have some concerns	have some concerns		I support the lower speed limit, but my concern is that this is a minimal measure and does not address the problem of the presence of so many cyclists and motorists sharing such a narrow winding road. Ideally, a wide cycling lane should be introduced on either side of the road. I appreciate this would be a major task given the topology, but it is likely to become increasingly necessary as traffic volumes grow on the road.
10182	teresa	blaxkmore		support the plan	support the plan		
10181	sarah	ayton	Teddington, New Zealand	do not support the plan	do not support the plan		I have been travelling over this road for over 40 years. I DO NOT SUPPORT DOUBLE YELLOW NO PASSING LINES - the real problem and the worst offenders are motorists overtaking cyclists on corners. The road is NOT wide enough to support cars, cyclists, trucks, buses and the occasional walker or runner. Double yellow lines will not stop accidents or stupid drivers.

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							<p>I DO NOT SUPPORT THE PROPOSED 60KM/H SPEED LIMIT. Many cars travel at 30-40 km/h, these cause frustrations as there are not enough passing bays or laybys on the road. Many motorists are tourists and drive to the middle white line Slow trucks are courteous and pullover -WHEN THEY CAN FIND A LAYBY!</p> <p>Speed limits will not change bad behaviour eg "boy racers" - who disregard whatever restrictions are in place. We often are passed by "racers" travelling at 130-50km/h along the Teddington Straight, are tail-gated by them whilst going up Dyers Pass from the city; we have witnessed several accidents on the Lyttelton-Governors Bay Road from dangerous and careless driving - not related to speed but stupidity. Speed limits will not change this.</p> <p>More policing at pertinent times (late at night, weekends) - up Dyers Pass from the city would have more effect than speed limits</p>
10180	Maria	Lee	Port Levy	do not support the plan	support the plan		Making the speed limit lower will encourage impatient drivers to pass more than they already do. A reduced speed limit will not stop the race like drivers who use the road as a track in the evenings and will not improve the safety of drivers or cyclists who share the road.
10179	Shane	Nolan	Somerfield	support the plan	support the plan		
10178	Anthony	Lau		do not support the plan	support the plan		Limiting isn't the answer! If idiots not going to drive to the condition, lowering speed limit isn't going to stop no accident at all.
10177	Olly	Powell	Ilam	support the plan	support the plan		I would appreciate some additional signage to remind motorists of three things. (1) to allow 1.5 m clearance of cyclists, (2) that they can cross the lines to do this, and (3) that they should not do this when cyclists are coming the other way. In my experience at least one, usually all three of these things are ignored by at least a few car drivers every time I go up or down there on a bike.
10173	Jon	Malis	Heathcote Valley	support the plan	support the plan		<p>These sound like commonsense rule changes. No one needs to go over 60k on that road there are just too many hazards involved. Too many rubberneckers looking at the views makes for distracted drivers even when they are in the other guys car. We all need more reaction time on that road. Cyclists are ever present.</p> <p>I think there needs to be another rule, that cyclists are not to ride two abreast. Gangs of road cyclists taking up extra width when climbing the hill cause road rage in drivers. I am a daily commuting cyclist myself (for 30 years on tight roads) and when I encounter road cyclists riding two abreast on the road I get very angry immediately. If they want to share the road with cars, they need to ride with appropriate humility, courtesy and deference, and stay tight to the Left. The only exception would be when they are going the speed limit (down hill).</p>
10172	Simon	Anderson	Woolston	support the plan	support the plan		As a cyclist, I regularly cause near misses when ascending Dyers Pass as cars overtake me with corners approaching (and a car comes around the corner the other way). Just an observation, I don't have a solution to this until we have driverless cars, but thought it worth mentioning.
10170	Kate	Carran	Purau	do not support the plan	do not support the plan		10 years?? Ring a bell? Earthquakes.. no summit road.. excess cyclist who don't pull over it tide single file.. start pointing fingers st yourselves and the road conditions not the commuters a number off is who have never had any issues with the road until the earthquake happens..
10169	Nerissa	Harford	Beckenham	support the plan	support the plan		<p>I both drive and cycle this road often</p> <p>Reducing speed limit it a great idea.</p> <p>I would be happy with 50km speed limit</p>
10168	Hamish	Bennett		support the plan	support the plan		I fully support the plan to reduce the speed limit. The amount of times cars and motorcycles have come flying past me while I'm biking is ridiculous. Just the other day 2 motorcycles came flying past (probably going faster than 100km/h) my mate and I (we were single file) and only gave us about 50cm of room. It scared the crap out of us. Plenty of other times I've had vehicles doing dodgy manoeuvres, on blind corners or on a corner as I'm also coming on my bike.
10167	Tony	McCaffrey	Charteris Bay	support the plan	support the plan		Most dangerous situations I have encountered involve cars taking risks overtaking single cyclists or groups of cyclists. There is no dedicated cycle lane and the road is at times very narrow, steep and winding. Cyclists are on the road at all times, including during 'peak' traffic. Is there a way of accommodating cycle lanes or restricting cycling to certain periods of the day?

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10166	Grant	Hessey	Avondale	support the plan	have some concerns		Not sure everyone understands they will still be able to past cyclist.
10165	Dave	Hill	Christchurch	support the plan	support the plan		
10164	Zita	Joyce		support the plan	support the plan		I have never driven over 60k on that road because it feels too unsafe to do so, so I also support these proposals to reduce the pressure from other drivers to drive faster.
10163	Ashleigh	Curtis	christchurch	support the plan	have some concerns		DYERS PASS NEEDS TO BE CYCLIST FREE IF THE NO PASSING RULE IS TO WORK. THE ROAD IS TO NARROW FOR CYCLISTS AND EITHER GEBBIES PASS OF DYERS ROAD NEEDS TO BE A CYCLIST FREE ZONE.
10162	Jacqui	Miller	Woodend	support the plan	support the plan		
10161	Hamish	Grant	Sommerfield	support the plan	have some concerns		Fully support the speed limit. I believe that it should apply to the Summit Road also. If yellow lines are to be installed then signs need to go up to educate drivers and cyclists alike as to when passing is acceptable. Also, I ride a bike on the port hills. The road from Evans to Godley Head is a concern. There is more traffic on it then in the past. The camp ground at Godley Head may be adding to this. The road is narrow and many drivers in their large SUV's seem to struggle to give room. That section seriously needs a speed limit. 50kph would be good!
10158	Alex	Norris	Governors Bay	do not support the plan	do not support the plan		<p>To Whom It May Concern</p> <p>I am not supporting the proposed plans for a multitude of reasons. They key factor is because of what is causing all these accidents. Locals of the harbour basin account for a very small percentage of the total crashes on the hill. Most are caused by 'cruisers' who roam the hills at night pushing their cars to the limit. This is an issue in itself but has also had absurd plans presented to us in the past. A speed limit reduction does nothing to stop the over all problem. Those who break the rules and push the limits now are not going to suddenly stop because a couple of signs tell them not to. We have had police intervention a few times now after concerns raised over the burnouts at the bottom of Dyers pass in Governors Bay but had no success as the police did a checkpoint at 8am on a weekday instead of a weekend night at 1-3am times. Strangely enough they didn't catch any supposed boy racers.... go figure, problem was then classed as solved.</p> <p>Having double yellow lines again doesn't fix anything. Its just an image based enforcement. There are only a few spots on the hill which even allow for the passing of another vehicle which is why we rely on slow bays for cars to pull over. If the slow bays were maintained for once then people might use them more as those as some standard cars almost bottom out in a few due to the road breaking away over time and never being fixed. We need the slow bays to be fixed up and signs advising drivers they are coming up as too often people don't notice them till they are driving past in which case it's too late. There is even still left over damage from the fires on the port hills when the cleanup crews in big heavy trucks were driving the hill breaking up the road which still needs to be fixed.</p> <p>The issues with these roads is not the road itself..... It is the people driving it. A sign and some paint doesn't fix idiots being idiots. Some roads are just known for being higher crash zones. Look at the crown range for example. I'm sure that has one of the highest crash rates and I'm sure it has a lot of signs and paint all the way along it.</p> <p>This is the second time I have had to argue for this area to be left alone due to over the top proposals. I have only seen the notification of them being proposed by pure luck browsing facebook. If I asked a majority of the locals if they even knew about this there would be a resounding chorus of "I had no idea it was a thing". If pushing for these sort of changes can you make sure it gets to the right communities. Even making sure it is posted on the local community facebook changes would be a good start.</p> <p>Regards,</p> <p>Alex</p> <p>Resident and local fire brigade member</p>

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10156	Sue	Carter	Govenors Bay	do not support the plan	do not support the plan		The frustration of many who live in the bay are the non hill drivers/tourists who are unfamiliar with the roads who are currently travelling at speeds of approx 35 to 40 km, do not follow road code and pull over and let faster traffic past. The 60km proposed would slow the current traffic down to crawling, which would make even more dangerous passing. What we need is signage to show the traffic to pull over if you cant do the speed limit, you cant pass a cyclist on a blind corner and then expect oncoming traffic to give way to you being on the wrong side of the road, majority of accidents I hear are the boy racers going over the side, after I hear them revving at the bottom of the hill, then nailing it to the top, then you hear the siren, why dont we deal with the issue, as they wont be slowing down to 60km, if they not recognizing the speed limits now.
10155	Petra	Sullivan	Governors Bay	do not support the plan	do not support the plan		
10154	ANGELA	WEBSTER	Sumner	support the plan	support the plan		Speed should definitely be reduced on this road.
10153	Christine	McKinlay	Linwood	support the plan	have some concerns	Linwood Ave Dental	My concern re double yellows is the already impatient driver getting more agitated behind single file cyclists, although there are few places to safely overtake on that road. I'd even be in favour of 50 kmh there given the amount of weekend traffic up there in the spring and Summer. I'd also prefer the summit road to be shut to traffic at night as I am sick of idiots letting fireworks off late ito the night scaring my dog (I live Cashmere) AND the mess they leave behind
10152	Dallas	Bean	Northwood	support the plan	support the plan		I consider both changes are appropriate, as a motorists AND cyclist. I have witnessed several unsafe overtake monomers adjacent to and above Victoria Park. I also believe a 50kph limit ought apply from Pentre Tce to the top of Victoria Park Rd AND from the summit Rd intersection to the second hairpin corner on the harbour side. These sections have poor forward visibility for driers.
10151	Iana	Stoliarova	Lyttelton	support the plan	support the plan		Cyclists should be on designed cycle lane or not allowed at all. They often cycle in the middle of the road, and overpassing them on this narrow road is dangerous, especially if you are not driving there regularly and not familiar with every corner.
10148	Bradley	Scott	Ilam	support the plan	support the plan		
10147	Regan	Stokes	Sydenham	support the plan	support the plan		Sounds great, people drive too fast up there
10146	George	Anderson	Tai Tapu	support the plan	do not support the plan		Speed reduction is a great start but from my perspective riding on roads on Christchurch, double yellow lines would only increase motorist resentment for cyclists leading to illegal passing regardless of what paint is on the road. Widening the roads at the passes to include a passing lane would be a better idea. A more extreme measure might be making the road one way and creating a cycle only section.
10144	Gary	KEARNS	Northcote	support the plan	support the plan		
10143	Amy	Reid	Diamond Harbour	have some concerns	have some concerns		I don't think it can be a blanket approach. Speed is an issue but drivers and cyclists holding up traffic also contributes. Patrols are essentially what are needed as the dangerous driving occurring at the moment already breaks the road code. Changing the rules without enforcement will not help and making it all double yellow is not accomodating to local users if tourist RV's are holding up large numbers of drivers. Speed cameras, safer and well marked pullout bays with signage encouraging drivers to give way would help. A cycle lane painted on the road indicating the safe passing margin for passing cyclists would be very beneficial. Boy racers are on the road from 8 pm onwards. Please also install speed cameras. Ideally a separate bike trail for cyclists would be great or at least widen the shoulder.
10142	Digby	Symons	Upper Riccarton	support the plan	support the plan		
10141	Liam	Taylor	Heathcote	support the plan	do not support the plan		While I support the lowered speed limit, I believe continuous double yellow lines will increase the danger of travelling on this road, particularly for cyclists. While double yellow lines will encourage drivers not to leave their lane, I believe many people will be unaware that they may overtake cyclists and cross yellow lines, and attempt to overtake without leaving the lane, making the passes closer and more dangerous than what occurs currently. It is unreasonable to expect these drivers would follow cyclists at slow speeds. I would suggest implementing signage reminding people to remain in their lane, more yellow lines on blind corners to prevent overtaking in dangerous places, and a lower speed limit.

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10140	Mark	Stringer		support the plan	do not support the plan		<p>I use this stretch of road frequently as a cyclist, and am hugely in favour of reducing the speed limit on this section of road.</p> <p>My concerns relate to the double yellow lines. I think most motorists will equate double yellow lines to not crossing the centerline - this by default means not overtaking motorized vehicles. I am concerned that in the case of cyclists, this will mean motorists attempting to squeeze past the cyclists without crossing the lines. To be honest, there is a significant proportion of traffic which will already do this with dashed single lines! My fear is that the number of "close passes" will increase significantly, and ironically probably make the roads less safe for cyclists than they are at present.</p>
10139	Barrie	Greene	Christchurch	support the plan	support the plan		
10138	Chandler	Morehardt	Saint Martins	support the plan	support the plan		What about an actual bike lane and a white line painted for that?
10137	Gareth	Morris	Wigram	support the plan	do not support the plan		<p>Vehicles will need to be able to pass cyclists when clear to do so. The vehicles should still be allowed to cross the Centreline to over-take.</p> <p>There does seem to be a large number of drivings cutting across the centreline to drive faster/more lazily. On a similar stretch of road (Weld Pass, Marlborough) police would photograph and fine vehicles who breached this law. I can't recall seeing any Chch Police checking this. This usually does mean getting out of the comfortable police car seat to be in appropriate place to photograph. On the Harry El track would be many clear places to do so.</p>
10135	Cameron	Paintin	Christchurch Central	support the plan	support the plan		As a cyclist I try to avoid Dyers Pass Road as much as practicable given the unsafe overtaking by impatient drivers. I have also found the 70 - 100 kph speed limit to be too fast for parts of the road, so when I drive it at a safe speed for the corners (e.g. 60 kph) some drivers will get impatient and unsafely overtake putting other drivers and cyclists at risk.
10133	Alistair	Blomley	Cashmere	support the plan	support the plan		very popular cycle route and always will be. Be great to widen wherever possible the uphill lane to seperate the cars and bikes as much as possible.
10131	Martin	Mc guinness	Governors bay	support the plan	support the plan		I've been driving the road daily for 2 years and have seen way to many near misses to feel comfortable especially on corners when speeding cars come up behind cyclists
10130	Natalie	Robinson		do not support the plan	have some concerns		<p>70km/h on Dyers is fine, most people cruise over at 60km/h anyway and generally I find people do slow down for the corners.</p> <p>I don't support continuous yellow lines. Yes, put them where overtakes really should not be happening but as a motorcyclist I often get stuck behind a car pootling along at 50km and it is safer for me to overtake when I have the opportunity than it is for me to sit behind somebody travelling slowly and braking unnecessarily as it disrupts the flow of traffic. There aren't many opportunities to over take anyway as there isn't normally 100m of clear road buy it would be nice to be able to overtake when safe to do so.</p>
10129	Ben	Henderson	Parklands	support the plan	support the plan		
10128	Nick	Grant	Richmond	support the plan	support the plan		
10126	Tom	Pendreigh	Shirley	support the plan	support the plan		<p>There are rare opportunities along this stretch of road that you can safely travel above 60 km/h so the adjustment should have minimal impact to motorists.</p> <p>The double yellow lines will serve as a deterrent or reminder to not complete over taking without due consideration and careful driving maneuvers.</p>
10125	Euan	Gutteridge	Mairehau	have some concerns	do not support the plan		There should be a speed limit from Christchurch to Sign of the Kiwi but on the Lyttelton side there are stretched of road where it should be higher than 60kmh.

ID	First name	Last name	Suburb	I /we (proposed 60km/h)	I / We (Proposed double yellow lines)	Name of organisation (if applicable)	Comments - please be as specific as possible to help us understand your views
							<p>Double yellow lines (no passing) are pointless until cyclists learn to ride in single file as per the road code. Too many are bunching up meaning motorists have to cross the centre line to get past. Please don't make this situation worse.</p> <p>Please also consider slow cyclist bays on the uphill lanes so that they can pull over and let traffic pass.</p>
10124	Megan	Rogers	Hoon Hay	support the plan	support the plan		I avoid this road if possible as I feel insecure using it.
10123	Mark	Limber	Governors bay	do not support the plan	do not support the plan		The major issue on this stretch of road is boy racer drivers. Check any of the local community pages and there is a long history of anti social and dangerous driving from this group of society. There are regular accidents involving these drivers and the behaviour on the roads is sometimes astounding. Tire skid marks on the road at the intersection of Dyers pass and governors bay Rd and along Dyers pass are clear evidence that these drivers are not driving within the law and rules of the road. Tightening the law will not deter this activity one bit. Most normal drivers will drive to the conditions and their ability the road by nature is a natural speed limiter for anyone driving within the accepted definitions of "normal". On the contrary, yellow lines will likely cause problems with more cautious drivers passing the large numbers of cyclists on that route even when it may be safe to do so. This will cause frustration and delay for other drivers and put cyclists at risk.
10122	Sam	Carnahan	Cashmere	support the plan	support the plan		<p>The speed limit one Dyers Pass Rd does need to be decreased as a cyclist on that road often I have had a number of close calls with speeding and overtaking vehicles.</p> <p>If the limit is lowered it needs to be patrolled a lot more than it is I live on Dyers Pass Rd and have had a number of close calls crossing the road on a pedestrian crossing with speeding vehicles.</p>
10121	Caleb	Frude		do not support the plan	support the plan		
10120	Frances	Smith		support the plan	support the plan		
10119	Aleisha	Chadderton	Cashmere	support the plan	support the plan		
10118	Warren	Reedy	Beckenham	have some concerns	support the plan		I would support lowering it to 50km/hour. The temporary speed limit was good. It definitely made cycling this route feel safer.
10117	Andrew	Gale	Diamond harbour	support the plan	support the plan		Something needs to be done to make this road safer for cyclists..perhaps a cycle lane or the footpath that runs up the hill could be sealed?
10116	Tony	Dench		support the plan	support the plan		
10115	Danielle	Belcher	Waltham	do not support the plan	support the plan		Changing the speed limit isn't going to do anything, you'll still get the people who speed up there late at night and spin out. Would you put up speed cameras to police the new limit? It's about educating motorists on proper overtaking manoeuvres, adding yellow lines and new pull in bays (also upgrading current pull in bays so people will actually use them) and putting up signs alerting people to upcoming pull in bays. Let's face it, the majority of drivers drive that road under 60km already, if they were encouraged to pull over more with clear bays and signage then there would be less frustrated drivers stuck behind them, and therefore would reduce the risk of these drivers taking risks trying to get past them.
10112	Darryn	Giles	Sydenham	support the plan	support the plan		please provide a cycle lane on this popular road
10111	Carey	Bishop	Spreydon	support the plan	support the plan		

ID	First name	Last name	Suburb	I/we (proposed 60km/h)	I / We (Proposed double yellow lines)	Name of organisation (if applicable)	Comments - please be as specific as possible to help us understand your views
10110	John	Bannock	Governors Bay	do not support the plan	do not support the plan		<p>Whilst the proposals offer a means of controlling the legality of the situation they will do nothing to change the reality of the situation.</p> <p>Many of the accidents are due to loss of control through excessive speeds by drivers traveling at night - these drivers are unlikely to follow the speed limit in any case.</p> <p>The crossing of the centreline occurs most days - many due to users of the road passing cyclists around blind corners. As the reasoning indicates - this isn't illegal with the double yellow and hence this will unlikely change the behaviour of the drivers.</p> <p>I note that the accident rate is 1.4 accidents per year - however there is no supplied information as to the number of vehicle movements and how this compares to other roads.</p> <p>I recall that the fatality has some questions re the motive. One of the serious accidents was through a tourist driving on the wrong side of the road (proposal won't change this), and another was through an un-secure load (well publicized) - this had nothing to do with the road conditions.</p> <p>I do approve of the addition of 'pull over' areas and would encourage the sign posting of the number of existing 'pull over' areas (that may not be 'legal' but are usable). A significant amount of aggravation on this route is due to people not pulling over when able.</p> <p>Unless there is enforcement of any rules then changes to the rules will have limited impact. As the enforcement of the existing rules has proven to be ineffective it is difficult to see how the imposition of additional rules will achieve the desired outcome.</p> <p>These are observations of having driven the route over 10,000 times in the past ten years (a bit more than numerous)</p>
10108	Claire	Gray	Governors Bay	do not support the plan	do not support the plan		<p>It is unclear from the document outlining the proposed changes when accidents are occurring and who is involved. It would seem likely that the accidents mentioned in the change document involve "boy racers" later at night and generally in the weekend. There is no evidence that changing the speed limit would prevent these accidents from occurring. Changing the speed limit would, however, inconvenience many residents of Governors Bay and surrounding areas. In determining speed limits the council needs to balance the interests of mobility and safety. Without any evidence that the change would improve safety, it seems that decreasing the mobility of residents using the road is unwarranted. The NZTA speed limit guidelines lay out specific guidelines for determining road speed limits. The roads noted in the change document do not conform to the requirements for a 60km road speed limit. Therefore it seems unnecessary to make these changes.</p>
10105	Luke	Thomson	Merivale	support the plan	do not support the plan		<p>Double yellow lines are understood as far as 'no passing' is concerned but not well understood when it applies to passing cyclists so people tend to either not pass or try and stay within the lines thereby passing too close to a cyclist</p>
10104	Vanessa	Hampton		do not support the plan	do not support the plan		<p>Hi,</p> <p>I live in the bay, we hate commuting over dyers pass and regularly op to take gebbies pass, primarily because of how dyers pass has been allowed to be utilised.</p> <p>As for late night "car enthusiasts" it is a well known road over the weekend nights for these people to speed up and down it. My suggestion is enforce a no cruising zone for dyers, the same can be said for gebbies pass over the weekend evenings.</p> <p>The main issue for dyers is the narrow and winding road, which attracts road cyclists.</p> <p>This road simply is not wide or safe enough for cyclists to be using it, this leads to vehicles being stuck behind cyclists unable to pass, which leads to bad decisions by motorists trying to get by on their daily commute.</p> <p>I strongly do not believe changing the speed limit addresses the problem, what exacerbates the safety on this road, are cyclists.</p> <p>The road simply isn't safe or wide enough for cyclists on this particular road</p>

ID	First name	Last name	Suburb	I /we (proposed 60km/h)	I / We (Proposed double yellow lines)	Name of organisation (if applicable)	Comments - please be as specific as possible to help us understand your views
							Put it this way, if you had 30 skateboarders or drift karts using the road instead of people riding \$2000 road bikes on dyers, holding up traffic and putting lives at risk, they would undoubtedly be deemed unsafe, banned or prosecuted. Ban the bikes on dyers.
10103	Giselle	Duarte	Burwood	support the plan	support the plan		Reducing the speed makes perfect sense. Far too often have come across speeding cars coming at you so fast. A beautiful drive, that can't be enjoyed when you have a hoon racing up your rear while you negotiate those bends. GREAT IDEA!!
10102	David	Ripley	St Martins	support the plan	support the plan		
10101	Nicholas	Alpe	RD2	support the plan	support the plan		I drive this route to work in christchurch and I strongly feel that the proposal as it stands is a great idea. I currently drive dyers pass rd at between 50 and 60kmph as I feel that is a safe and comfortable speed to negotiate this road.
10100	Emma	McConachie	Diamond harbour	do not support the plan	have some concerns		I agree with the adding of double yellow lines to this stretch of road and adding more slow vehicle bays. I think lowering the speed limit will not reduce accidents along this stretch of road, it is a fast road & when driven correctly there are no problems. Reducing the limit will just put more strain on commuters & their vehicles brakes/gears. I do believe however that cyclists along the whole of dyers pass is a major issue and I have seen many potential accidents due to people not knowing how/when to pass safely and also due to cyclists riding in the middle of the road & making it difficult for the cars behind to pass at all. I imagine lowering the speed limit will make passing cyclists more dangerous and cause people to make risky decisions. I think a better investment could be introducing a completely separate cycle lane. Maybe one that runs parallel to dyers pass.
10099	Roz	Rickerby	Fendalton	support the plan	support the plan		Reducing speed on Dyers Pass Road is well overdue. I support a reduction in speed to 60km.
10098	Andrew	Bannockm	Lyttleton	do not support the plan	do not support the plan		These "fixes" are not necessary. Stop wasting money and just place signs to alert drivers going under the speed limit eg: 40km/h about the already existing pull over lanes. Slow cars are more of a safety risk than a fast one. This will also elad to less passing and reduced cycle risk
10097	Brian	Phillips	Governor's Bay	have some concerns	support the plan		I travel on this road every day and in my view 50 km an hour for the entire length would be more appropriate. During the period after the fire when there was a temporary 50 km limit in place it became a much safer road. Two other concerns about this road. Since the reopening of the Sign of the Kiwi I have, on a number of occasions, come across people walking along the road - to and from the Sign of The Kiwi. This is incredibly dangerous and I recommend that walking on this road should be strongly discouraged if not banned. And with regard to the Sign of the Kiwi I have now had three near misses coming up behind drivers approaching it from the city side who have overshot Summit road and stop dead in the middle of the road to try and execute a turn. Strongly recommend that signage be put in place on Dyers Pass road before Summit road indicating the the Sign of The Kiwi is on the first road on the right.
10096	Vivien	Bloor		support the plan	support the plan		Thank you for addressing this issue. As a frequent user by cycling and car I welcome the proposed changes to increase safety.
10095	Kim	Halkett	60a Leacroft Street	support the plan	support the plan		As a cyclist who regularly uses this route i have witnessed and experienced myself several near misses of vehicles vs bikes. Cyclists will always come off second best to a vehicle particularly one travelling at speed. I fully support reducing the speed limit to 60kms and installing double yellow lines. If we can't ban vehicles from using that road the least we can do is slow them down for the safety of everyone.
10094	Jennifer	Rouse	Addington	support the plan	support the plan		I would also support the addition of share the road/beware of cyclists as someone who works in the hospital and sees these accidents frequently.
10093	Mark	Megaughin	Hillsborough	support the plan	support the plan		
10092	Belinda	Rendell	Governors Bay	support the plan	support the plan		

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10091	John	Davis	Halswell	support the plan	support the plan		long overdue - I cycle and drive that route regularly and the speed limits make no sense given the nature of the road and the volume of traffic using it nowadays
10090	Dana	Kloss	Governors Bay	support the plan	support the plan		
10088	Brian	Smith	Westmorland	support the plan	support the plan		I cycle up and down Dyers Pass Rd for Mountain Biking and road cycling. I think lower vehicle speeds would be good in some places. No passing lines would encourage patience from motorists and reduce risk taking and speeds. Motorcyclists are by far the speediest and riskiest vehicles on this road. Also very slow drivers who can not corner confidently are a hazard on this road .
10087	Laura	Revell		support the plan	support the plan		
10086	Emma	Johnston		do not support the plan	do not support the plan		I think the speed limit is fine, reducing it would cause the commute into work to take longer than it currently does. I think the issue is that there are too many cyclists using the road and the road is not wide enough to pass them at a safe distance. With the proposal of double lines cars would never have an opportunity to pass the cyclists at a safe distance causing increased frustration for the car drivers. I do not support either proposals. Figure out a way to make the road wider so cyclists can have there own lane that would certainly reduce incidents.
10085	Richard	Houghton	Parklands	support the plan	support the plan		
10084	Arthur	McGregor	Russley	support the plan	support the plan		No one should be doing more than 60 km/h along that stretch of road! And no one should be passing other vehicles! Adding in the slow vehicle lanes is also a good idea to allow the traffic to flow and reduce the likelihood of people attempting to pass out of frustration.
10083	Daniel	Bristow	Diamond Harbour	do not support the plan	support the plan		I do not want thr commute to Christchurch to take any longer with reduced speed limit. 60km is too slow for many patches of the road. It would be good to know what time of day most accidents occur on the road. I suspect not during the commute as i have never seen an accident on the road. Perhaps better signage around sharp corners and more robust barriers to prevent some of the weekend joy riders from going over the edge. Make the dangerous spots safer somehow but don't penalise harbour residents with a blanket speed limit reduction over the Dyers pass.
10082	Ema	Harnett-Moore		do not support the plan	do not support the plan		It's a very narrow road get the cyclist off it seeing as ccc love spending money on people who don't pay to use the roads put in a path for them simple.
10081	Gemma	Franklin		support the plan	support the plan		
10080	Marga	Lamoreaux	Diamond Harbour	do not support the plan	have some concerns		Hello. My husband and I commute on this road five days per week, and occasionally on the weekends. We have seen a large amount of dangerous driving, and for the most part, neither of these items will address it. The issues we see most are people overtaking cyclists on blind corners or drivers who are unfamiliar with the roads (like tourists) driving erratically. People who already overtake on blind corners are unlikely to be deterred by a double yellow line. While it may be beneficial to do zones of double yellow lines, there is one sweeping bend that has solid visibility for over 150 metres which can be safely used for passing when the vehicle you are maneuvering around is doing sub 50 kph. It would be nice for this to remain a single dashed line. As for the turnouts, while more turnouts would be appreciated, it is my experience that the majority of people who should be using them don't use the the ones already present. They are rubberneckers who are too busy looking at the scenery or focusing on how to keep their camper van in their lane that they are oblivious to anyone following behind them. I don't think a 60 kph limit is going to help. I think 70 kph would get the most support for those of us who regularly use the road. The high speed accidents are usually boy racers, and they don't care what the posted limit is anyways. Also, the people who I see crossing the lines the most or struggling to stay in their lanes tend to be tourists or Sunday drivers who are already going well below 60 kph. We recently called the cops on a driver we expected to be intoxicated who was traveling between 30 and 50 kph who was crossing the centre lines on blind corners and slamming on his breaks anytime a car came from the opposite direction. He pulled over at Sign of the Kiwi and we followed to see if he was ok. He was Eastern European, in a company ute, and he said he wasn't drunk... he just wasn't used to windy

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							<p>narrow roads or driving in NZ. We told him he was going to kill someone. A reduced speed limit and double yellow lines wouldn't have helped at all.</p> <p>I think the biggest danger on this road is the number of recreational cyclists. When the road is busy in both directions, and the cyclists are out in force (especially this time of year during the evening commute from chch to Harbour or on the weekends), the road can get very congested. Sometimes the line of cyclists can make it impossible to pass for large stretches because they are spread out far enough that you have to cross the centre line for too long as there are no gaps to pull in between them. As this direction is the uphill portion, they are slow moving, and you often don't have visibility of them ahead of a corner. Cyclists also are more likely to pass each other in this zone, and they don't signal that they are pulling out. I've seen vehicles in front of me regularly get frustrated and execute dangerous maneuvers to get around them. I choose not to pass in unsafe situations and get people tailgating close behind me.</p> <p>I often think that the biggest safety increase for this stretch of road is to widen the road enough that there is a shoulder/bike lane for cyclists traveling from Chch to Sign of the Kiwi (the uphill side of the road). The downhill side doesn't need a cycle lane, as the cyclists tend to be going close to 50 kph or more safely spaced out to pass.</p>
10079	Karen	Mather	Halswell	support the plan	support the plan		
10078	Amy	Hooper	Diamond Harbour	do not support the plan	support the plan		More passing bays would be great, but the majority of the crashes aren't speed they're inexperienced or stupid drivers who won't take heed of a speed change anyway. As someone who commutes over Dyers daily I don't believe the current limits are too fast, people not driving to the conditions are the issue.
10077	James	Tabak		support the plan	support the plan		
10076	Greenslade	Mike	St Albans	support the plan	support the plan		
10075	jade	harmon		have some concerns	have some concerns		<p>I don't think this is going to solve as many issues/stop as many accidents as you think it will, people will still speed and people will still cross the centre lines to overtake cyclists etc. The drivers who aren't comfortable going the speeds around the hills tend to go less than 60kmph anyway so they will still do this and because Christchurch is full of short tempered drivers who are constantly in a rush the centre lines aren't going to stop them from crossing. It doesn't stop drivers from doing it on open roads and it won't stop them doing it here. It may stop some crashes but not many. Drivers get flashing warnings of going around some corners along that road and they still don't slow down (I know, I am one of them).</p> <p>To create a safer environment it would be great if you put time and money into developing a separate bikers trail up and over and make it road cycle worthy not just for mountain bikers as it is the road cyclists who are the main issue. The road cyclists tend to ride more than one abreast around there which is extremely dangerous, sometimes you come around a corner and there have been 4 abreast. So I think separation would really save a lot of accidents. But again, it won't stop all accidents.</p> <p>The road has more than one safety hazard (cyclists, narrow roads, people pulling out of parking for walks etc, people misjudging the speed they should take a corner, etc) and just looking at one of the issues is only going to stop a small percentage of the accidents.</p>
10074	Sarah	Hardie	Cashmere	support the plan	support the plan		<p>My house backs onto Victoria Park and I walk my dog up Harry Ell in the evenings. We see cars down the bank after going around the corners too fast. The traffic is very fast and noisy on the road.</p> <p>During the weekends we never go between the Takahe and the Kiwi because the road is dangerous. It is unrealistic to ban cyclists as this is a developing passtime. We need to make the road safer for everyone. It is great there is the Harry Ell track to get the walkers off the road.</p> <p>People don't realize how dangerous the area is. In the weekends the area around the Takahe is a huge carpark which adds to the danger because fast traffic is coming down the Hill into the congestion.</p>

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							Since the fires the safety rails are gone so the road is even more dangerous.
10073	Kate	Richardson		support the plan	support the plan		I hope the police will be monitoring it when the boy racers are speeding up and down the hill.
10072	Beth	McCraw	Beckenham	have some concerns	have some concerns		<p>I definitely agree that due to the recreational use within the proposed area the speed limit needs to be lowered to protect all involved, but would suggest a limit of 50kph, same as urban residential roads since in this day and age the same amount of traffic and recreational use exists here as it does in zones already designated 50kph.</p> <p>Regarding "no passing" areas: these should be limited to "blind corners" only to facilitate both the flow of traffic & safe passing of cyclists (drivers, particularly foreign, will not be aware of an allowance to cross double yellow lines to pass cyclists).</p> <p>Additionally, adding a paved cycle only (NOT dual purpose) track along / next to the existing Harry Ell track to get road racers off a narrow congested road would be helpful!</p>
10071	Helen	Greenfield	lyttelton	support the plan	have some concerns		<p>60 km/h is appropriate for Dyers Pass road as long as there is sufficient signage to alert drivers to the limit. It is not clear from the map if the 60 km/h limit applies to the whole route over Dyers Pass road - it should. How will the limit be enforced (since 60 km/h is usually interpreted as 70km/h)?</p> <p>The 60km/h limit should also apply to the road between Governors Bay and Lyttelton as this road is increasingly busy with cars and cyclists and is becoming more built up (limit should remain 50 km/h through Rapaki, Cass Bay, and then Corsair through to Lton).</p> <p>I am concerned that the double-yellow lines will make it impossible to overtake cyclists legally - especially if they are heading uphill. There is not sufficient space to overtake a cyclist without crossing the double yellow lines nor is there sufficient space to overtake a cyclist within the double yellow lines. Need some sort of compromise.</p>
10070	Gareth	Hammond		have some concerns	support the plan		<p>Part of the main problem I see is that the road is very very narrow. A lot of cyclists go up there and force drivers to cross the central divide. They have to as you cant expect cars to wait behind a cyclist going 5km an hour. So putting double lines in wont solve that.</p> <p>The opposite seems to occur when cyclists come down. In many cases (I have heard many people bragging) they are going faster than cars and try to over take. They also cross the centre line to cut corners making it very unsafe. If it was up to me I would stop cyclists going up there.</p>
10069	shravan	miryala		support the plan	support the plan		
10068	Holly	Mills		support the plan	support the plan		This has always been a popular road for cyclists. I think a reduced speed limit would help keep us safer.
10067	Mike	Heyward	Hillmorton	have some concerns	do not support the plan		<p>There needs more detail about accidents with regards to the speed limits. One suspects the cars going too fast are late at night and so the speed control seems pointless. I can get above 60 km/h coming down as can most cyclist. I've never been overtaken by a car coming down so i'd think the speed not suited to conditions is when others aren't around and so some motorists drive way faster than they should. Making everyone go 60 km/h wont change that. I'm a cyclist who regularly goes up the hills. Speed anywhere from 10-22 km/h. That's pretty frustrating for car drivers to be behind and 99.9 % wait until an opportunity to pass. I often let them know when its a clear piece of road to safely pass. With double yellow line and an inability to pass there will just be long lines of cars/trucks etc waiting behind a cyclist (presumably the slowest cyclist) which will cause huge lines of traffic that even other cyclist wont get past. This clearly hasn't been thought through. Cars need to be able to get past cyclists. These ideas the council come with seem to me to inflame attitudes against cyclist because they lack a balanced view and so you guys just seem to make our lives worse.</p>
10065	nirdosh	Brown	Purau	support the plan	support the plan		I have used the road often and the biggest danger I find are those who wish to travel at 30Km/hr. We often have a time frame for making the journey and very slow vehicles can be extremely frustrating, raising the possibility of risky over taking. There are two categories of slow drivers, those limited by the vehicle and those limited by experience and confidence.

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							I would therefore set a minimum speed limit and have slow vehicles take the easier road through the tunnel. I would penalising those going over the pass at speeds below 30Km/hr and who create traffic hold ups.
10063	Felicia	Forbes	Church Bay	do not support the plan	do not support the plan		<p>For some of us who travel into the city most days know this road and respect the corners and curves. Many of us (including myself) do drive around 70 - 80km/hr on Dyers - which I personally think is a reasonable speed.</p> <p>Yes, there are more people using the road for obvious reasons but why should we be punished for the few who have no boundaries, who are ignorant and don't understand safety?</p> <p>We do often see tourists, aged folk and boy races (these guys are a problem and they intimidate) drive this road without caution because they either don't know the road, aren't aware of their dodgy driving skills, or don't care for others on the road. But in saying this putting in yellow lines and lowering the speed limit will just make it worse.</p> <p>How about starting off with putting in passing bays. The cyclist who ride this road risk their lives. Passing bays will provide some safety for them and safer driving too. The driver (and cyclist) won't get so frustrated if they are aware that a passing bay is coming up. Double yellow lines and a slower speed zone will just cause angst and frustration for many. It's hard enough as it is experiencing more drivers and cyclists on this road... don't make it even harder for us to live here. Spend more money and do a good job for what really is required. Thank you</p>
10062	Guy	Mortlock	Ilam	do not support the plan	do not support the plan		<p>The current 100km per hour speed limit is too high - but 60 km/h is too low - especially on the Governors Bay side of the Summit Road. I would support an 80km/h speed limit on both sides of the Summit Road or 80km/h on the Governors Bay side and 70km/h on the City side.</p> <p>Regarding the double yellow lines, I do not support this because sometimes there are vehicles (often trucks or vehicles towing trailers) that are travelling at very slow speeds and there are one or two places where such a vehicle can be safely overtaken (and no places for those vehicles to pull over to the side of the road). I'm also concerned that while the press release mentioned two slow vehicle bays, there was no mention of these on the consultation plans. If there were 3 or 4 proper passing lanes constructed then double yellow lines on the whole length of the road would be appropriate.</p>
10061	Richard	Gray	Christchurch	support the plan	support the plan		

**SLOW TRAFFIC
DELAYING 5 VEHICLES
MUST USE PULLOUT**

Submission form: Dyers Pass Road proposed speed limit change and no passing lines

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

Proposed 60km speed limit

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)

Proposed no passing lines

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)

Name: *

Address: *

Phone: *

Email: *

Do you have any comments on the plans?

Support the 60km speed restriction
Do not support "no passing lines"
Having traveled the road on a daily basis find a need to cross over the centre line to pass cyclists. If no passing lines were installed that would make crossing a passing line illegal. It would create a health and safety issue to the cyclists by encouraging them to overtake a cyclist within the lane causing potential collisions. Most cyclists travel less than 60km/h by not overtaking would cause road rage. Restriction to vehicle users who potentially would not by overtaking in a unsafe manner to what would have not been as in the current layout. Therefore totally oppose such a submission.

Support 60km/h it would deal with Bay roads and speedy drivers who endanger the users.
John Withham and Renjie Hanham
NANCY LOVE LOTT & JANE HANHAM

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 18 December 2017

Dyers Pass proposed speed limit change and no passing lines.

We do not support the current proposal to change the speed limit and introduce double yellow lines on Dyers Pass Road.

The proposal is poorly researched and offers solutions that are unsafe for cyclists and encourage motorists to undertake illegal passing. In addition, it will increase road user conflict, increase travel times by up to 3 times for motorists, and make the route much less safe for cyclists.

As importantly, it will do nothing to mitigate the increasing anti social and dangerous behaviour of "boy racers" who are terrorising the neighbourhood and increasing the crash statistics.

The following issues need to be understood more thoroughly so that more appropriate solutions can be explored.

1. The crash data analysis provided is generic and makes no attempt to identify the likely causes of the increased crash rates.

There has been a marked increase in "boy racer" vehicle movements on this stretch of road since the earthquake of 2010. Anecdotal evidence from the GB fire brigade who attend these crashes, is that they are the cause. An analysis of the time of day and driver age of the crash data will quantify this. "Boy racer" activity happens predominantly between 10pm and 4am. Non "boy racer" traffic movements during this time period are very low.

There has been no attempt to understand this, which is the most significant change in the ten years the data covers.

Dealing with this single issue could reduce the crash rate to background levels and negate the need for any other action.

Any attempts to date by the CCC and the police to curb "boy racer" activity on this route have been token at best and have been completely ineffective. So you can trust the data hasn't been influenced by enforcement action.

2. Dyers Pass Road is the most popular road and mountain bike access route to the summit road. During daylight hours there is a continuous cycle presence on the route. Any proposal must have cycle safety at its core. This proposal is silent on cycle safety.

The proposed no passing lines will cause motorists to either have to wait behind cyclists for long stretches (there is insufficient road width for the cyclist to be passed at the safe 1-1.5m separation without crossing the yellow line), or the driver will have to cross the yellow centre line.

Your consultation document states that "motorists can legally cross the double yellow lines to pass a cyclist". I will assume that this is correct, however I can find no evidence of this in the road code published on the LTSA website. In a straw poll in our office of 11 people who both drive and cycle (including the telephonist at LTSA HQ) no one was aware that this is legal.

On that basis it is reasonable to assume that the majority of law abiding motorists will think that they cannot pass a cyclist if they have to cross the yellow line. This will create

mayhem on this route as the road width is too narrow to allow safe passing within the lane.

Cyclists will act as slow moving plugs (10-15km/hr) on the route with all other road users queuing behind them. This will increase travel times by 3-4 times on these sections.

There are very few areas where the road corridor is wide enough to allow safe in lane passing.

LTSA website screen shot

No-passing line

On some sections of road there will be a solid yellow line painted on your side of the centre line. This line is called a no-passing line.

No-passing lines are usually there because it's unsafe to cross the centre line to pass, because features like hills and curves make it impossible to see if there is oncoming traffic.

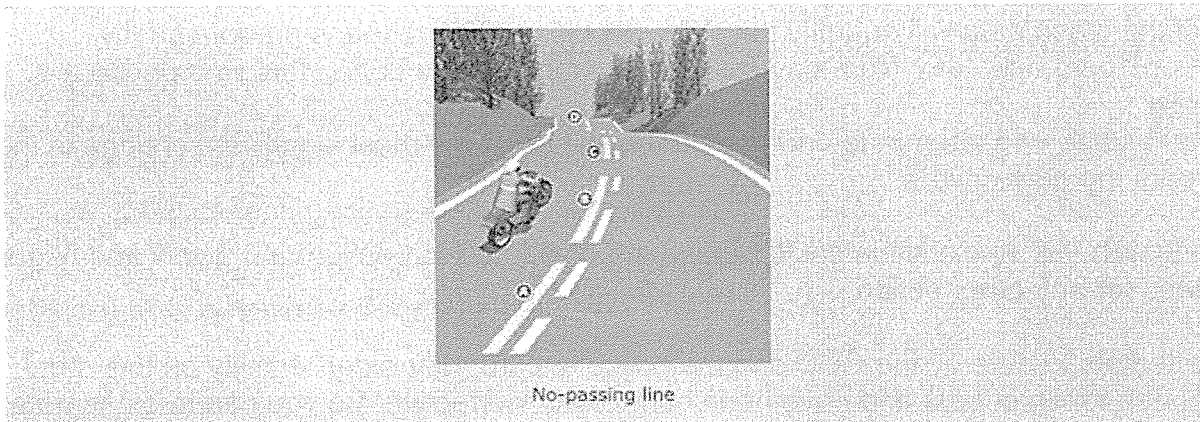
Sometimes no-passing lines are marked because:

- there is already a passing lane on your side of the road and you must use that to pass
- the road is multi-laned, so you do not need to cross the no-passing line to pass.

You must not pass another motor vehicle if it means you have to cross over a no-passing line on your side of the centre line.

If you see a dashed yellow line on your side of the centre line, that means that a no-passing line is about to start.

While you may come back over the dashed yellow line to finish passing, you must not cross it to start passing.



As shown in the picture above:

- you may come back over the dashed yellow line between A and B to finish passing
- you must not cross the solid yellow line between C and D.

You can pass at a no-passing line if:

- you stay on your side of the solid yellow line, and
- you can see 100 metres of clear road in front of you for the whole time while you are passing, and
- the lane is wide enough for two vehicles.

Up hill cycle lanes and passing bays must be established before it is safe to introduce no passing lanes. If there is not the road space, budget or inclination for establishing these, then no passing lanes should not be installed.

3. There are increasing numbers of "low confidence" tourist drivers in light vehicles using this route. By observation, they are not capable of travelling at speeds above 40km/hr and will reduce their speed to 20km/hr to corner. They lack the confidence to pass cyclist. Without the provision for local confident drivers to pass they will further clog the route. Timed runs following such vehicles show that travel times are doubled when they are encountered.

Heavy transport have similar impacts but are seldom encountered on this route. An once Evans pass is open next year they will reduce further.

4. Speed limit setting needs to follow a more robust process than "Council staff have travelled the route numerous times and consider" residents of the Harbour basin travel the route significantly more often than that and more comprehensive consultation is required if you are going to affect large numbers of residents travel times to work etc.

5. Slow vehicle passing bays plus appropriate signage to encourage use must be part of any solution. Current informal bays are too infrequent, too short in length, poorly maintained and unsigned and so are infrequently used.

6. Enforcement of current road user rules has had no impact on anti social "boy racer" behaviour, anecdotal evidence would suggest this is because police patrols are infrequent between the hours of 10pm and 4am when the boy racers are active, and certainly have had no impact on the frequency of carriageway width donuts and skids (a nightly event). None of the solutions proposed here will have any impact on this

Submission form: Dyers Pass Road proposed speed limit change and no passing lines



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

Proposed 60km speed limit

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)

Proposed no passing lines

Please tick the relevant box:

Yes—I/we support the plan

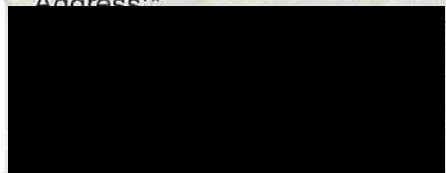
No—I/we do not generally support the plan

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

Name: *

Duncan
Harvest

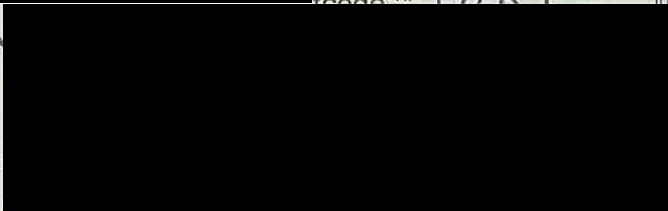
Address: *



Phone: *

Email:

* indicates



Do you have any comments on the plans?

1/ note that more than half this road length is very windy + narrow + bumpy so a 50 km/hr limit is probably more realistic in those places

1/ Sometimes old people or tourists can hold up traffic + there are some places where it is safe to pass

2/ Overtaking of cyclists can be very dangerous unless it's a straighter section of road — I find this confusing if this is ~~not~~ legal with double yellow yet still very risky ~~dangerous~~.

3/ For the above reasons this is a waste of ratepayers money and will not be enforced by the police

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).

Please fold with the reply paid portion on the outside, seal and return by 5pm, Monday 18 December 2017

Existing Speed Limit signage

Dyers Pass Road, Governors Bay

The current speed limit signs are inappropriately located, and thus makes it dangerous when entering or exiting the right of way, which provides access to 4 properties (including mine).

* Please refer to the attached plan showing the situation.

Additionally, the signs do not coincide with the residential zone boundary

Recommendation : For the above reasons

of safety, and alignment with town boundary, the signs should be shifted uphill to the extent of the residential zone boundary (and near the right of way entrance) as shown on the attached plan.

Regards,



Duncan Hurvest

Residential Zone boundary
 Small settlement zone
 Existing ROW enhance to
 1051A, 1051C, 1065, reservoir

Relocate to
 signage base



GISMO 3.0

Information has been derived from various sources, including aerial photography, cadastral information, and other data. The Environmental Centre of New Zealand does not warrant the accuracy or completeness of the information or the results of any analysis. The user should independently verify the accuracy of the information before relying on it for any purpose.



Submission on Dyers Pass Road proposed speed limit changes and no passing lines

Submitted by Margie O'Reilly and Philip [REDACTED] Governors Bay

Changed speed limit from 70 km/hr and 100 km/hr to 60 km/hr

We strongly support the proposal to reduce the speed limit on Dyers Pass from 100 km/hr / 70 km/hr to 60 km/hr.

We also recommend the city council investigate installing speed cameras to enforce this limit.

However, we are concerned that the map supplied shows that a short section of road within the Cashmere residential area (from Pentre Terrace to the last street-lamp – a distance of approx. 200 metres) has its speed limit raised from 50 km/hr to 60 km/hr.

We strongly oppose raising the speed limit on this section of Dyers Pass for the following reasons:

1. Residential properties line the road on the western (downhill) side.
2. Many of these properties have driveways that do not have 'turn-around' areas, meaning that vehicles must either reverse into, or reverse out of, these driveways.
3. During the day, vehicles are frequently parked adjacent to the curb on the western (downhill) lane. Due to the restricted width of the carriageway, vehicles must cross into the uphill lane to move around them. (This will be even more of an issue if double yellow lines are painted here – parked vehicles will block the downhill lane, with passing illegal.)
4. There are two locations where pedestrians frequently cross the road to access the Harry Ell walkway. Neither crossing place has good sightlines for either pedestrians or vehicles.
5. There are three corners on this short stretch of road with very limited visibility. None of these can be safely driven – with regard to the limited visibility – at more than 35 km/hr.

For these reasons it can be argued that the speed limit for this section of Dyers Pass Road should be reduced to 40 km/hr. Most certainly, it should not be raised from 50 km/hr.

We would also like to see a reduced speed limit on the road between Governors Bay and Rapaki. We suggest that 70 km/hr is an appropriate speed limit for this section of road.

Installation of continuous double yellow no passing lines

While we support the idea of outlawing overtaking of other motor vehicles on Dyers Pass Road, we find the current proposal unacceptable.

According to the New Zealand Road Code you can pass on a double yellow line only if you keep entirely to the left of the double yellow line at all times during the passing procedure. No exception for overtaking cyclists, or even stationary vehicles, exists, to the best of our knowledge. Lane widths on Dyers Pass Road are insufficient to allow a vehicle to pass a cyclist without crossing the centre line, hence any proposal that has double yellow no passing lines painted for the entire distance is

unworkable in practise and is likely to increase, not decrease, the number of accidents occurring on this stretch of road.

An alternative might be to paint a continuous single white line along the centre line of the road, with a double yellow line only on corners where visibility is sufficiently impaired to make passing of a cyclist or stationary vehicle impossible to perform safely. We have often seen vehicles crossing the centre line while attempting to overtake cyclists on blind corners, creating a dangerous situation with regard to any oncoming traffic.

A continuous single white line, while having no real status under New Zealand law, is widely used to denote locations where passing is inadvisable, for example, at the approach to intersections.

Other suggestions to improve safety

Other minor and relatively inexpensive work that would improve safety includes:

1. Clearing vegetation from below the road in locations where this vegetation impedes visibility. Most of this vegetation either is fire damaged or are exotic weed species.
2. Replacing missing or damaged roadside reflective marker posts.
3. Forming, sealing and marking the informal passing place just uphill of the lower zig-zag on the Governors Bay side. This passing place is already used by some slower vehicles, for example, the Governors Bay school-bus. Properly forming and marking it will encourage other slower vehicles to pull off here.

Submission – Changes to Dyers Pass Road.

Karen Banwell



This submission does not condone the behaviour of what are termed boy racers, but the main purpose is to seek a sensible solution to the traffic management of Dyers Pass Rd, one in which the unintended consequences of attempting to manage one issue impacts on another ie commuter traffic from Governors Bay over Dyers Pass to the city.

I would like to see the traffic control measures currently used to manage traffic Dyers Pass Road remain as they are; same speed limits and no yellow lines except perhaps on the most difficult and dangerous bends.

Traffic on Dyers Pass could fall into five categories:

- Commuters
- Occasional drivers both local and tourists
- Tourist buses
- Boy racers or as I prefer to call most of them - car enthusiasts
- Lycra enthusiastic cyclists

All use the roads at different times although occasionally they overlap. The best time to observe commuters is between 0600 and 0830 when they are almost the only drivers on the road. The traffic flows over the hill at an even pace and within the speed limit. Most typically cars travel up Dyers Pass between 70 to 80 km/h depending on the conditions. From the Sign of the Kiwi to the Takahe the speed varies but most travel at about 60 to 65 km/h for most of that section. Casual and tourist drivers generally drive more slowly and are respected by most commuters. There are at least three places between the Takahe and the Kiwi where drivers can pull over safely. Similarly, there is a two-hour period at the end of the working day, however, this is when cyclists and other users can be part of the mix.

Boy Racers is a term used to characterise those who drive excessively fast over the current speed limit often recklessly and usually very noisily. Not all who travel in these groups behave inappropriately, but some do behave very badly. They do not obey the rules today and I have no reason to think that they would obey any stricter rules in the future.

Cyclists are an increasing user group; sometimes large numbers of cyclists are together. This is understandable given this is one of the few hills available to the cycling community within reasonable distance. Cyclists going down the hill are not normally a problem unless they are in large groups. Cyclists going up Dyers Pass are more of a problem especially on the city side because they travel more slowly. Overtaking can be achieved with the current speed limits. Any reduction in these limits would strictly limit overtaking opportunities.

Large tourist buses that come with the cruise ships in summer have caused some of the most stress on the road especially when they need to pass cyclists who also increase in numbers in the summer.

Double Yellow Lines

These sound like a good idea, but introduced a range of problems. It is unclear whether it is permitted to cross the lines to overtake a cyclist. I suspect that most people would not know either, this could mean follow cyclists at their pace, this would be an issue.

Yellow lines are likely to increase danger for cyclists as frustrated drivers passing close to them so as not to go over double yellow lines. I would have thought the protection and safety of cyclists would have been a primary concern.

Traffic Statistics

Please be very wary when hearing stats on traffic and speed. Those travelling over the hill vary in speed and time. The different traffic characteristics at different times of the day and different speeds on different sections of the road means one solution will not fit all times.

A local observed speed being measured on the hill just on the town side of the Kiwi, here traffic naturally travels more slowly as there is an intersection at the top and a sharp corner at the bottom. Placement of the survey will affect the results. Also, when there is a line of cars going over the hill this is usually because the front car is slower than those following. And traffic travels different speeds at different times eg commuter traffic flows more freely than weekend traffic.

Many local youngsters are included in the driver statistics, I personally know of at least eight who have been involved in single occupancy accidents for driving too fast. These are not boy racers, some of these were still within the speed limit but did not consider ice and slippery conditions.

Solutions

- Road widening could improve up-hill safety for this group and would be welcome.
- Remove trees and bushes to improve the line of sight for passing especially on the city side from Victoria Park to Cashmere
- Provide signage that is clear slow drivers should be courteous and pull over into the slow bays
- Large tourist buses and trucks should be banned and required to use alternative routes such as Gebbies Pass.
- Resurface the bottom of Dyers Pass where it meets Main Rd and Governors Bay Rd with a surface like the hairpin corner further up Dyers Pass to prevent wheelies.

Conclusion

Please do not penalise commuters in an attempt to manage the few who cause problems, and in response to a small group who do not seem to have the community mandate or represent the community generally.

Submission on: Changes to Dyers Pass Road speed limits

From: Edmund Grant Read

[REDACTED]
[REDACTED]
[REDACTED]

I reside in Pentre Terrace, and am familiar with Dyers Pass Road

For the record, I consider that some of our speed limits are already too low, and am not entirely pleased by recent changes elsewhere around Christchurch.

In my view, the only way this particular route can be made truly safe for cyclists is to keep them right off it, by creating a parallel cycleway, probably downhill from the existing road. But that is not going to happen anytime soon, so we are left with a dangerous mix of motor vehicles and cyclists, some of whom will inevitably come downhill at excessive speeds, wobble out of line uphill, and pass each other without much apparent effort to check for passing cars in either direction. This does not make for a good mix with irresponsible and/or frustrated motor cyclists and motorists, wanting to get somewhere fast, or keen to show what their various machines can actually do.

So long as this mix persists, then, I broadly support the proposed changes.

- But I do have some suggestions that I believe should be considered, with respect to changes in the current 70/100kph zones
- And I do have major reservations with respect to changes proposed for the current 50kph zone, along with several related suggestions which I will explain at the end.

General comments on the road beyond the current 50 kph area

- 1) In my view, 60 kph is about the maximum speed that any prudent driver would attain on most of this road. The one exception could be the long straight section at the Governor's Bay end, where 70kph may be reasonable, but probably only uphill. So a 60kph limit is probably no great loss.
- 2) 60 kph is much too fast through the Summit Road intersection, though. The situation here is very dangerous because drivers coming up the hill, particularly from the Governor's Bay side, can not see the joggers, walkers, cyclists, and sightseers who criss-cross that intersection in all directions, from the carpark to the Sign of the Kiwi, and across Dyers Pass road to trails on both sides of the Summit Road.
 - a) I believe there should be a special slow zone (say 40kph) around that intersection, with major warning signs on all 4 approaches.
 - b) I wonder if you might even need pedestrian crossings to control flow across the road.
 - c) For what it's worth, I see no reason why any part of the Summit Road should have a speed limit higher than 70 kph, either. In fact 60kph could reasonably be applied all the way down to Gebbies pass.
- 3) On the town side, there is really nowhere to safely pass another vehicle, so your double yellow line seems appropriate, but:
 - a) While I understand your interpretation of the law is that it would be legal to pass cyclists, when safe to do so, I am concerned that some motorists may not be too sure of that. So I fear that you will get long slow streams of cars following a timid driver who will not pass a slow cyclist.
 - b) Accordingly, I think you will need clear signs saying "motorists may pass cycles with care", or some such.
 - c) But I also think that there are actually several sections of that road where a short cycle passing lane could be created, on one side or the other
 - d) Since cyclists often come down the hill as fast as cars, if not faster, passing is mainly an issue going uphill. So the existing roadway could be shifted to use more of the space available on the LHS coming down, making more room for cycle passing lanes on the LHS going up,
 - e) To be sure, there is a kind of rough ditch with a few weeds there, and some drainage is obviously needed. But that could presumably be provided in a more controlled fashion, under any cycle lane. And there will not be many cyclists trying to use the cycle passing lane during heavy rain events, if some water flows over that lane at such times.
 - f) Those changes would obviously cost money, but it seems to me that this stretch of road must be one of the most used by cyclists, at least in the weekend, and have some of the most dangerous and frustrating vehicle/cyclist interactions in the city. And I can only see the cycling traffic increasing as the Adventure Park grows in popularity.
 - g) With or without such passing lanes, though, I think you should also have signs saying "cyclists keep left at all times" as well as "motorists pass cyclists with care."
- 4) Finally, though, I do not see any real justification for double no overtaking lines on the straighter sections of the road up from Governor's Bay, especially in the uphill direction. Cyclists are seldom an issue on that section, but some work vehicles must take it quite slowly. And it will be a very long way to follow a slow truck with no possibility of passing all the way from Governor's Bay to Cashmere, and beyond.

Comments on issues in the current 50 kph area

But my major concern is actually with the apparent proposal to RAISE the speed limit on the section immediately above Pentre Tce, from 50kph to 60kph. I realise that few motorists will be foolish enough to actually do 60kph in the downhill direction, but some cyclists and motorcyclists already seem to attain such speeds, and I view the prospect of legalising such behaviour with considerable alarm

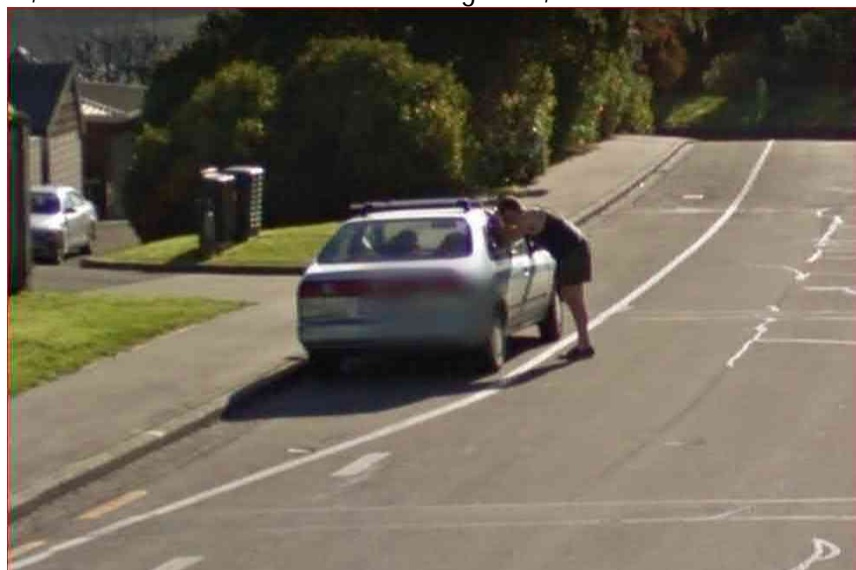
- 1) First, while there is only one house with an entrance on the Northern side of the road, there are informal carparks all along there, with walkers/joggers going from/to the lower end of the Harry Ell track drifting across the road where they are often invisible to motorists, until quite close. And there are driveways just uphill of Pentre Tce with virtually no visibility of traffic coming around the corner down Dyers Pass,
- 2) Second, I think the Pentre Tce intersection is already quite marginal, in terms of safety, even at current speeds. There is really quite a lot going on here, especially at peak weekend leisure activity times. So I think it needs attention, even if the current limit is retained.



- a) A motorist waiting to turn left on to Dyers Pass Road needs to stop and sit on a fairly steep exit from Pentre Terrace.
 - (1) At some times of day/year they will be looking straight up into the sun
 - (2) At others they will be peering through fog,
 - (3) Maybe preparing to do a handbrake start.
 - (4) And/or for a moderately controlled take off on ice/snow
- b) They need to keep a constant close watch, over their right shoulder, for vehicles, cyclists etc coming down Dyers Pass, in a fairly constant stream at some times. Those vehicles appear at speed, and without warning, in the patch of shadow in front of the white sign in the photo below. This may look far away, in this wide angle view, but actually it is only 2 house frontages uphill from Pentre Tce.



- c) Then, once that stretch of road is clear, the motorist must scan right around to the left checking for:
- (1) Vehicles turning right from Hackthorne road etc
 - (2) Then for pedestrians straggling across Dyers Pass Road to/from the Sign of the Takahe, with its bus stops etc
 - (3) Then for the groups of cyclists who often decide to re-group and take a break just downhill from Pentre Tce.
 - (4) And for the joggers and walkers who also love to congregate in groups before/after their activities, at that same point.
 - (5) Unfortunately, we are not talking about alert pedestrians crossing the road in a prompt and orderly fashion here:
 - ◆ They park close to the Pentre Tce intersection, often squeezing an extra vehicle in where the white lines taper.
 - ◆ They randomly cross the road from cars parked on either side to join a group,
 - ◆ They open car doors
 - ◆ They chat to their friends through car windows
 - ◆ They use their cars for support while doing warm up stretches
 - ◆ They use their cars for support while recovering
 - ◆ They mill around their cars, and often on the road, chatting or whatever, with maybe a loose eye on Dyers Pass Road, but oblivious to the possibility of traffic emerging from Pentre Tce.
 - ◆ And if you want to see a totally random everyday example, just look at the google street view below. This is not a busy time and there is only one car there, but still there is someone leaning on it, with their feet in the roadway.



- ◆ So the left hand turner must guess what they are doing, and thinking. Maybe chatting? Maybe recovering? Certainly not looking for traffic from Pentre Tce!
 - ◆ But he is not just crossing the road, and will be there for some time.
 - ◆ So the left turner must guess what he will do next... Open the door? Step back for a stretch? Walk up/down the roadway? Turn and cross the road? or what?
 - ◆ And that calculation gets very tricky when there are a dozen or so milling around there, with the possibility of excitable kids invisibly running between legs thrown in.
 - ◆ With an SUV parked close to the corner, one can not even see what groups there may be a couple of car lengths down, around the corner and over the crest of the slope
- d) Then, having done all those mental calculations, and decided the situation is clear enough to proceed, or at least that it will not get any better, there is no time to re-check over the right shoulder because, if you avert your eyes for a second, you will next have to re-check all those other points, and then go around the whole cycle again.
- e) So, one just has to commit, and take off as fast as prudently possible to get out of the way of whatever may be coming, performing a handbrake start if necessary, while still keeping a close eye on any pedestrians, groups etc.
- f) And I fear the time taken to do all that is gradually increasing with age, as my neck gets stiffer, and my reflexes slower.
- 3) From the midpoint of Pentre Tce, the distance to the bend is about 63 m, so, at 50kph, there is 4.5 seconds to do all that and get up to speed and out of the way before any possible impact from behind. At 60 kph that would reduce to 3.8 seconds.



- a) Hopefully that is enough time for someone coming down the hill to register my presence, amongst all the other activity going on. But I do think they must take some time to register that a vehicle which they can see plainly, is actually choosing to take off into their path... not realising that the driver can not be looking over their right shoulder to observe them, while also watchfully accelerating as fast as they can to the left. So I fear that a good bit of the available reaction time may be taken up by just realising and understanding what is happening.
- b) And because I must always be looking to the left, I don't really know how close these vehicles may come to colliding. So far they seem to have slowed sufficiently not to hit me, but some cyclists don't seem to even bother slowing, because they whizz past, unpredictably and disconcertingly on the right or left, and sometimes both, which makes it

too dangerous to take any kind of action to give a cyclist more passing space, for fear of hitting cyclist.

- 4) In summary then, I believe the current 50kph limit area should NOT be reduced.
- 5) I also suggest that:
 - a) Signs should warn downhill traffic of the likelihood of cars emerging from Pentre Tce.
 - b) A mirror on the LHS of the Pentre Tce/ Dyers Pass Road intersection would allow left turners to do a final check for vehicles coming down Dyers Pass Road before taking off on their left hand turn. The dozen or so regular users should get used to the perspective quickly enough.
 - c) The 1 ½ parking spaces immediately to the left of Pentre Tce, where the yellow roofed vehicle is parked below, should really become a no parking zone. That would then create a much longer visible zone, across the major R.o.W entrance shown, to where the red vehicle is parked.



- d) I realise that may inconvenience the folk who live at #172 Dyers Pass Road and, since, the issue is more about the activities occurring around parked cars than the cars themselves, would support creation of a "residents only" space there. Or perhaps the restriction might apply only at peak times for leisure activities.
 - e) Whether or not the parking area is modified, though, signs and road markings should indicate that this is not a place for pedestrians or cyclists to congregate. In fact, the best way to clarify the issue might be to marking an explicit turning lane out of Pentre Tce, through the shoulder area, and out as far as the line between the current parking bay and the roadway proper.
- 6) But further action may need to be considered. Indeed the whole intersection seems problematic, for other reasons, with reckless drivers (wo will probably ignore speed limits anyway) accelerating through it on their way up Dyers Pass and/or doing burnouts, particularly at night. So perhaps the intersection should be completely re-configured. As a first step, though, a traffic camera mounted on the Sign of the Takahe, with appropriate signage, might act as some deterrent.

I have been driving this route daily for over 30 years – often more than once in a day. That is around 21,000 one way trips. I have never had an accident on this hill, but I have witnessed many extremely close near misses, attended accidents, lost neighbours in fatal accidents on the hill, and taken evasive action myself multiple times to avoid accidents. I should be listened to.

These are the most significant dangers of this route.

The most common cause of near misses, and I would say accidents, and by far the scariest moments I have witnessed on this drive, and this occurs on almost a weekly basis, is drivers unfamiliar with this type of road driving badly on the road.

Unfamiliar drivers generally drive way too slow, cross the centre line frequently when cornering, and most dangerously and frighteningly, overtake cyclists on blind bends and cross the centreline in doing so. They do not register that they should wait behind the cyclist until after the corner, and only pass when the vision ahead is clear.

None of your suggested improvements will help this. I will come to that later.

Other frequent risks include:

Cyclists travelling way too fast (for them) down the hill. They are still under your proposed 60km/hr limit and are at a speed where cars are tempted to pass them, but it is difficult to do so. The cyclist is often barely under control, cars get impatient and high risk passing manoeuvres occur. None of your suggested improvements will address this.

Trucks using the route. Clearly, all large trucks should not be allowed to use the route. We have witnessed countless examples of large trucks breaking down, getting stuck on corners, really struggling to get up the hill and forming huge queues of traffic behind them leading to impatient behaviour.

What should be done.

The first improvement that should be made that will cost very little and have a massive safety improvement impact, is to heavily trim all vegetation on the inside of all right hand bends on the Chch side of the hill coming up the hill.

There are many spots where cars could safely pass a cyclist going slowly up that side of the hill if they could be sure no vehicle was coming towards them. Trees, some quite small, some large, are blocking their view of oncoming vehicles and unnecessarily dangerous manoeuvres take place. That is an easy improvement to make and should be attended to as maintenance regularly.

To address the other main risks, the most effective improvement would be to provide slow vehicle pull over lanes or areas.

There used to be an area at the top of the hill that vehicles could pull over and let others pass (the school bus coming into town from Governors Bay at peak morning traffic time is a good example) and this was removed a few years back when some adjustments were made

to the Sign of the Kiwi parking area – it has been significantly more dangerous at the top of the Hill ever since.

At least two decent areas for slow traffic and cyclists to pull over, properly sign posted so unfamiliar drivers are aware they are coming up, should be established on both sides of the hill, in both directions on the Chch side, and in the up-hill direction on the Governors Bay side. The one existing area on the Governors Bay downhill side should be improved and signposted.

This will have a massive impact on all the high risk situations on this road and is by far the best way to improve safety.

With regards to the two 'improvements' you have suggested:

Dropping the speed limit will do nothing.

As noted above, the biggest risks are unfamiliar drivers, tourists etc, and they do not drive fast, they just drive very badly and often very slowly. They need to be able to pull over and let others past and travel at a speed they are comfortable with, not feel pressured.

In my experience, I do not see accidents or close calls coming from excessive speed on this hill, other than in lcy conditions, and that is usually way below 60km/hr and is a different case all together.

It is just not about excessive speed.

The double yellow lane will do nothing.

Cars do not pass cars. They pass cyclists. The worse case here is that many cars will think they cannot cross the yellow line to pass a cyclist (I would have thought that was the case without reading your information provided in this consultation paper) and will sit behind cyclists the whole way up – or down. Without safe passing areas as is the case now, because of vegetation and no suitable signposted passing bays, this will cause chaos. It is a very, very dangerous 'safety improvement'.

Please take these comments into serious consideration, they are made with the best intentions of making the trip over the hill safest for all.

Andrew Macgregor

Long Time Governors Bay Resident

17 December 2017

Submission to Christchurch City Council

Proposed Safety Improvements to Dyers Pass Road

1. Introduction

- 1.1 My full name is Andrew John Bannock, but I am known as John Bannock.
- 1.2 My qualifications are Batchelor of Civil Engineering (Hons), New Zealand Certificate of Engineering (Civil).
- 1.3 I am a member of the Institute of Professional Engineers of New Zealand and a Chartered Engineer of New Zealand.
- 1.4 I currently live in Governors Bay and have owned property there for 24 years and have lived there for 15 years.
- 1.5 I travel daily to and from the city, for work and recreation, over Dyers Pass Road. As a part of my work I also travel Dyers Pass Road during the day (ie outside the commuter hours)
- 1.6 Dyers Pass Road is generally narrow with minimal sealed shoulders. There are a number of sharp bends and limited visibility.
- 1.7 Whilst there are several areas where cars can pull over, these are not currently signed and are generally only known to regular users.
- 1.8 The narrow shoulders mean that the ability of cyclist and other users to pull to the left is limited to nil
- 1.9 As result of a number of accidents on Dyers Pass Road, the Christchurch City Council are proposing a number of changes to the road environment.
- 1.10 **I do not support the proposal for the reasons discussed below**

2. Proposal

- 2.1 The proposal affects approximately 6.4km of Dyers Pass Road between Pentrie Terrace and Governors Bay Road and is outlined in the information provided in the Christchurch City Council.
- 2.2 The proposed works are
 - i. To change the speed limit from the current 70km/h and 100km/h limits from near Pentrie Terrace and near Governors Bay Road intersections.
 - ii. To install continuous double yellow no passing lines from near Pentrie Terrace and near Governors Bay Road intersections

3. Justification for Proposed Changes

3.1 The comments in the proposal document to support the changes notes

“Dyers Pass Rd from Governors Bay Road to Sign of the Takahe is categorised as a medium to high risk route in terms of road safety.

Approximately 180 accidents have been recorded over the last ten year period resulting in 14 serious injuries and one fatality. Loss of control due to inappropriate speeds into bends, and vehicles crossing the centre line, account for a concerning number of the reported accidents. The proposed safety improvements aim to reduce the frequency of accidents along this route.”

“Council staff have travelled the route numerous times and consider that 60km/h is a safe and appropriate speed for this section of Dyers Pass Road and has the potential to reduce serious injuries and the frequency of crashes. National guidance for speed limit changes recommend this site as being a high priority.”

“The proposed double yellow no passing lines aim to prevent motorists from doing high risk overtaking manoeuvres. Motorists can legally cross the double yellow lines to pass a cyclist provided it can be done safely.”

4. Additional Information

4.1 I contacted the Council on 29 November 2017 seeking additional information in order to better assess the applicability of the proposal. The request sought additional information regarding the accidents on Dyer Pass Road.

4.2 A further email was sent to the Council on 30 November 2017 seeking clarification on the Council's written advice that bicycles were able to be passed on a continuous yellow line.

4.3 The Council responded to the interpretation on the yellow line question on 8 December 2017

4.4 I received a call from the Council on 11 December 2017 to see if had received the any accident information. I had not.

4.5 After several attempts to gain the information from the Council prior to the 11 December 2017 I sought the required information from other sources and gained the following

- i. Traffic Count data (MetroCount Executive Weekly Vehicle Counts – 1 March 2016 – 9 March 2016)
- ii. Speed Statistics (MetroCount Traffic Executive Speed Statistics by Hour – 1 March 2016 – 9 March 2016)
- iii. CCC CAS Crash Data (Excel Spreadsheet – Dyers Pass Road 2007 – 2016)

4.6 The lack of information from the Council is more associated with the timing of contact than any other reason.

5. Applicability of Proposed Solution to Meet the Aim of the Proposal

- 5.1 The stated aim of the proposal is to reduce the frequency of accidents along the route.
- 5.2 To support the proposal the Council has referred to the accident rate along Dyers Pass Road
- 5.3 In order to assess the impact of the proposal I considered that it would be useful assess the accidents referred to in the CCC information for the following
 - i. Volume of Traffic
 - ii. Location
 - iii. Time of Accident
 - iv. Cause of Accident
- 5.4 The data collected is very comprehensive and as such there are a number of assessments that could be made. However, I considered the above list to be the best to determine the applicability of the proposal in its stated aim.
- 5.5 It is noted that the recorded accidents for the ten year period between 2007 and 2016 number 179 in total.

5.6 Volume of Traffic

- 5.6.1 Dyers Pass Road is the main road link for commuter traffic between the city and the communities at the head of the harbour and beyond. It is also the main route to access the Summit Road and is used by tourist for sightseeing and cyclists for accessing the hills and hill training.
- 5.6.2 The weekly vehicle counts indicate that approximately 3000 trips per day are made on the road every day excluding Saturday, where there are approximately 3600 trips.
- 5.6.3 There is no information relating to the number of cyclists.
- 5.6.4 The distribution of the volume of traffic indicates that approximately 83% of the trips on the road are completed between 7:00am to 5:00pm.
- 5.6.5 The distribution of the volume of traffic indicates that approximately 95% of the trips on the road are completed between 6:00am to 10:00pm.
- 5.6.6 A review of the accident data indicates that 166 (93%) of the accidents involved a single vehicle, with the remaining 13 (7%) accidents involving two cars.
- 5.6.7 There were no accidents involving more than two vehicles
- 5.6.8 Additional assessment should be made to determine the impact of the earthquake damage to Evans Pass and the Summit Road on the traffic volumes on Dyers Pass Road.
- 5.6.9 Additional assessments should be made as to the type of traffic on Dyers Pass Road (commuter, tourist, cyclist, heavy etc).

5.6.10 These additional assessments will be beneficial in determining the type of potential improvements to Dyers Pass Road that could be considered.

5.7 Location

5.7.1 I plotted the approximate location of the accidents as recorded on the CAS sheets and present this in the plan in Attachment 1.

- The yellow dots refer to the approximate location of an accident
- The red dots refer to the approximate location of a serious injury accident
- The blue dot(s) refer to the approximate location of a fatal accident

5.7.2 As a result of this plotting of accidents the following can be seen

- i. 26 (14.5%) of the recorded accidents occur within existing 50km/h area. This includes two of the serious injury accidents. These accidents would be unaffected by the proposal.
- ii. 25 (14%) of the recorded accidents occur at the 'dog leg' near the lower parking area for Victoria Park. This is within approximately 250m of the 70km/h sign
- iii. 34 (19%) of the recorded accidents occur at the intersection with Summit Road and the 'dog leg' on the city side of the top of the hill. This includes 6 serious injury accidents and the fatality.
- iv. 47 (26%) of the recorded accidents occur on the harbour side of Dyers Pass Road. This includes two serious injury accidents near the top of the hill.
- v. There are a number of significant clusters of accidents. These are generally on well sign posted corners.

5.8 Time of Accident

5.8.1 I assessed the day of the recorded accidents and have presented these in a bar chart in Attachment 2

5.8.2 I assessed the time of the recorded accidents and have presented these in a bar chart in Attachment 3

5.8.3 The day distribution of the accidents indicates that

- i. Monday is the safest day in which to travel the road (15 accidents)
- ii. Saturday is the most dangerous day on the road (45 accidents)
- iii. The accident rate on Saturday is 300% greater than the accident rate on Monday
- iv. The accidents over the weekend (Friday, Saturday and Sunday) account for 101 (57%) of the accidents
- v. Thursday accounts for 28 (15%) of the accidents

5.8.4 The time distribution of the accidents indicates that

- i. The time between 3:00am and 4:00am and between 8:00am and 9:00am are the safest to travel
- ii. The time between 9:00pm and 10:00pm and between 11:00am and 12:00am are the most dangerous
- iii. The number of accidents between 10:00pm and 6:00am was 61 (34%)
- iv. The number of accidents between 5:00pm and 7:00am was 120 (67%)
- v. The worst 6 hour period is between the hours 8:00pm and 2:00am which accounts for 75 accidents (42%)

5.8.5 The fatal accident occurred at 12:30am on a Sunday morning.

5.8.6 It is accepted that the above assessments are brief and require additional interrogation of the data to determine additional patterns.

5.8.7 For example, a more detailed look at Saturday shows that 55% of the accidents on that day occur between the hours of 10:00pm and 6:00am. These accidents are caused by 5% of the traffic volume for the day.

5.8.8 An assessment of the recorded accidents indicates that there are 43 (24%) during the period between 7:00am and 5:00pm.

5.8.9 An assessment of accidents during the extended commuter hours during the week (6:00am to 10:00pm) indicates shows that there are 74 (41%) recorded accidents.

5.9 Cause of Accident

5.9.1 There are multiple causes to a single accident and the principal ones have been noted in the accident data.

5.9.2 A brief assessment of these listed causes notes

- i. Alcohol contributed to 32 (18%) accidents. This included the fatal accident.
- ii. Loss of control on bend was noted in 119 (66%) of the accidents
- iii. Swerving to avoid oncoming traffic occurred in 16 (9%) of the accidents. 9 of these accidents were where a car had an accident as a direct result of avoiding an on-coming vehicle. The remaining 7 accidents were where both vehicles were affected.
- iv. Inexperienced Driver/Overseas Driver were noted in 41 (23%) accidents

5.9.3 After accidents associated with avoiding traffic, for two vehicle accidents, failing to Give was the next most prevalent cause of accident where this was noted 3 times. This accounted for 25% of the accidents for two vehicles.

5.9.4 It is accepted that there is significant additional data that can be assessed for a more detailed assessment of the causes of the accidents.

5.10 Assessment

5.10.1 It is clear that Dyers Pass Road offers a number of challenges to motorists. These challenges include

- i. Negotiating a narrow windy road
- ii. Weather
- iii. Inexperienced/distracted/foreign drivers
- iv. Cyclists
- v. Slow vehicles
- vi. Large vehicles
- vii. 'Boy Racers' (defined here as the people driving around the hills for pleasure after the hours of 10:00pm to early in the morning. Normally quicker than the prevailing traffic)

5.10.2 Inappropriate driving can have significant consequences as a natural result of the topography.

5.10.3 It is not the purpose of this submission to suggest that no measures are to be taken on Dyers Pass Road, rather that the proposal will not meet the stated aim of the proposal.

5.10.4 A closer assessment of the accident data indicates a number of patterns that potentially impact on the applicability of the proposal to change the speed limit and the installation of double yellow lines.

5.10.5 The review of the location data indicates that 26 (14.5%) of the accidents occur within existing 50km/h areas and therefore should have been removed from any discussion for the justification of the proposal, as the underlying causes for these accidents will be unchanged.

5.10.6 However, for the purpose of this submission, these accidents have been included for the purpose of percentage assessments.

5.10.7 The location of the crashes indicates some areas with a high proportion of accidents. For instance, the 'dog leg' at the lower carparking area for Victoria Park accounts for 14% of the accidents, and the 'dog leg' at the top of the hill (city side) accounts for 27 accidents (15%). These two corners coupled with the accidents that occur within the existing 50km/h areas are associated with 44% of all the accidents on Dyers Pass Road.

5.10.8 The review of the location of the accidents coupled with brief assessment of the accident data appears to indicate that there are a number of locations (sharp corners) which dominate the crash statistics. 79 (44%) of the recorded accidents are associated with three corners. These being

- i. The 'dog leg' near the lower car parking areas of Victoria Park,
- ii. Near the upper intersection of Dyers Pass Road with Victoria Park Road
- iii. The 'dog leg' on the city side near the top of the hill

5.10.9 In other words, 59% of all the recorded accidents on Dyers Pass Road occur in three locations or within existing 50km/h locations.

- 5.10.10 If we just consider the accidents within the existing 50km/h area, the lower 'dog leg' and the upper 'dog leg', the accidents in these locations account for just under 50% of the accidents on Dyers Pass Road.
- 5.10.11 There is a significant weighting of the accidents to a small number of the total traffic volume. As noted previously 5% of the traffic on Saturday account for 55% of the accidents on that day.
- 5.10.12 If this is assessed over the course of a week then the time period between 10:00pm and 6:00am accounts for 34% of the accidents across the week, These accidents are associated with 5% of the total traffic volume.
- 5.10.13 The accident data indicates a significant increase in recorded accidents over Thursday night and the weekend. Antidotally this matches the periods where 'boy racers' are the most active.
- 5.10.14 Whilst it is naïve to suggest that the increase of accident rate over this period is solely due to the 'boy racers', it would be equally naïve to suggest that the accident rate on Dyers Pass Road is not impacted by the behaviour of drivers between the hours of 10:00pm and 6:00 am.
- 5.10.15 It is equally clear that the data supports that the regular weekly users of the road are not principal source of the accidents. This is clearly indicated in the fact that between the times of 7:00am and 5:00pm represents 83% of the traffic volume, yet accounts for 24% of the accidents.
- 5.10.16 Similarly, the facts indicate that, for the period between 6:00am and 10:00pm equates to 95% of the traffic volume, yet accounts for 41% of the accidents.
- 5.10.17 The data implies that drivers, at night, appear to be misreading the road or driving without consideration for the driving environment and becoming involved in an accident.

5.11 Conclusion

- 5.11.1 An objective assessment of the data would indicate that the majority of the accidents occur outside of the commuting hours and in well known locations.
- 5.11.2 The data shows that the majority (93%) of the accidents involve only one vehicle.
- 5.11.3 The data also shows that the majority (95%) of the traffic knows and is able to safely navigate Dyers Pass Road during the hours between 6:00am and 10:00pm.
- 5.11.4 The traffic volume at this time, accounts for 41% of the accidents.
- 5.11.5 It follows that the minority of vehicles (5%) are responsible for 59% of the accidents.
- 5.11.6 As the majority of the accidents involve a single vehicle, at night (10:00pm – 6:00am) and in the weekend, this suggests that a particular type of motorist is the cause of the majority of the accidents on Dyers Pass Road.

5.11.7 Whilst it is accepted that it is difficult to prove how this type of motorist considers road rules (speed, keep left, consideration for others), the accident evidence suggests that they are not overly responsive to road rules or current road marking and signage.

5.11.8 For the majority of the users of Dyers Pass Road, the current environment in terms of speed and road marking is sufficient.

5.11.9 The data indicates that there are a small group of road users that are impacting on the safe use of the road for the others users. It is considered that the proposed change in speed limit and the yellow lines will have minimal impact on this small group of road users.

5.11.10 The data indicates that the majority of accidents occur in two to three places.

5.11.11 In other words, whilst the intention is admirable. The practical result of the proposed changes will unlikely significantly change the historic accident profile.

5.11.12 I do not consider that the accident data shows that the proposal will improve the safety of Dyers Pass Road.

6. Speed Limit

6.1 The current legal speed environment is 70km/h from near Pentries Terrace to Summit Road and 100km/hr from Summit Road to Governors Bay Road.

6.2 The Council have justified the lowering of the speed limit, for the entire route, to 60 km/h on the basis of

"The Council staff have travelled the route numerous times and consider that 60km/h is a safe and appropriate speed for this section of Dyers Pass Road and has the potential to reduce serious injuries and the frequency of crashes. National guidance for speed limit changes recommend this site as being a high priority."

6.3 The Road Code notes

You can drive at any speed under or equal to the limit, provided:

- *your speed is safe for the traffic conditions (for example, slow down if you are on a busy road, or if there are pedestrians or cyclists around)*
- *your speed is safe for the road conditions (for example, slow down if the road is winding, bumpy, narrow, wet or icy)*
- *your speed is safe for the weather conditions (for example, slow down if it is raining, windy or foggy)*
- *you can stop suddenly behind a vehicle that you're following – if a vehicle ahead of you stops suddenly and you run into the back of it, you will be legally responsible*
- *you can stop in half the length of clear road you can see in front of you on a road with no centre line or lanes (for example, a narrow country road where vehicles may meet head-on)*

- *you can stop in the length of clear lane you can see in front of you on a road with a centre line or lanes.*

*A speed limit is the **maximum legal speed** that you can travel on the road under good conditions.*

Signs showing the speed limit are displayed beside the road. These signs usually have a red border, which means that the sign is compulsory.

You may drive slower than the speed limit shown, but you must be considerate towards any vehicles behind you.

You must drive slower than the limit if:

- *conditions make the speed limit shown unsafe, or*
- *you are driving a vehicle which requires you to drive at a lower speed (such as heavy vehicles, which have a lower speed limit than cars – see table below).*

- 6.4 It is accepted that the majority of Dyers Pass Road is not suitable to reach the maximum legal limit of 100km/h. However, as noted above, there is no obligation to reach the limit if the environmental conditions don't allow.
- 6.5 There is an obligation to be considerate to other drivers that are behind you
- 6.6 As noted in the road code, this is up to the driver to ensure that they drive such that "*your speed is safe for the road conditions*"
- 6.7 This can be impacted on by the type of vehicle, driver experience, other environmental factors (weather) and will vary from time to time.
- 6.8 Many of the existing corners are well signposted advising of safe transit speeds. Despite this targeted signage, accidents still occur in these areas. A reduction in the overall speed limit will do little to ameliorate this situation as the advised speed limits (significantly lower than the proposed limit) are currently ignored.
- 6.9 Whilst entry speed into corners can impact on the outcome I consider that this will have minimal impact as the driver will not be interested in the overall speed environment, or that the previous road environment will control the entry speed.
- 6.10 There are some areas on Dyers Pass Road where reaching the speed limit is possible. These are mainly on the harbour side of the road.
- 6.11 These areas are short in length but do provide a means of safely overtaking vehicles (slow trucks, bicycles).
- 6.12 If the speed limit was reduced, then the opportunity to use these areas legally will be removed. 60km/h will allow no overtaking manoeuvre at all, meaning that road users will be queued behind the slow vehicle until they (the slow vehicle) decides to pull over.

- 6.13 For trucks, they will be unable to easily pull over until they reach the top of the hill due to issues associated with starting from standstill on a hill.
- 6.14 It is more accurate to consider that the issue of speed on Dyers Pass Road is more of one associated with speed differentials, rather than 'fast' traffic. This is where slow road users impact on the average road users. If the speed limit is lowered then it is considered that the slow traffic will still be slow (slower than the proposed 60km/h) coupled with the removal of the potential to allow traffic to legally pass.
- 6.15 I do not consider that the lowering of the speed limit will have a significant impact on the accident rate of Dyers Pass Road for the following reasons
- The current road environment manages the speed limit for the majority of the users.
 - Most of the traffic uses the road within its current environment with little to no problem
 - Many of the accidents have occurred where the driver has taken no notice of the current road rules or signed advice
 - The surrounding road environment generally limits the speed into many of the corners where there are a number of accidents. In other words, the entry speed into these corners is already managed by the preceding road.
- 6.16 I do consider that the lowering of the speed limit will have a detrimental impact on the majority of the users of the road in removing the ability to negotiate slower traffic legally and safely.

7. Road Lines

- 7.1 The CCC are proposing to place double yellow no-passing lines for the length of Dyers Pass Road.
- 7.2 The reason stated in the proposal as *"to prevent motorists from doing high risk overtaking manoeuvres. Motorists can legally cross the double yellow lines to pass a cyclist provided it can be done safely."*
- 7.3 The road currently has white dashed lines. The road code notes
- Most roads in New Zealand have lanes marked on them with a white line or raised studs.
When driving on a laned road, it is important to drive your vehicle within your lane.*
- 7.4 For passing on roads with white lines (there is no distinction between what you are passing), the road code notes

Before you pass:

- *make sure you will be able to see at least 100 metres of clear road ahead of you once you have finished passing - if not, don't pass*
- *look well ahead to make sure there are no vehicles coming towards you*
- *look behind to make sure there are no vehicles passing you*
- *signal right for at least three seconds before moving out to pass.*
- *Before pulling in front of a vehicle you have passed:*

- *make sure you can see the vehicle in your rear view mirror*
- *signal left for at least three seconds.*

Don't pass any vehicle when you are coming to a blind corner or curve. (A blind corner or curve is where you can't see what's around the corner.)

Don't pass any vehicle when you can't see at least 100 metres of clear road in front of you for the whole time while you are passing.

7.5 The road code notes that for continuous yellow lines

No-passing line

On some sections of road there will be a solid yellow line painted on your side of the centre line. This line is called a no-passing line.

No-passing lines are usually there because it's unsafe to cross the centre line to pass, because features like hills and curves make it impossible to see if there is oncoming traffic.

Sometimes no-passing lines are marked because:

- *there is already a passing lane on your side of the road and you must use that to pass*
- *the road is multi-laned, so you do not need to cross the no-passing line to pass.*

You must not pass another motor vehicle if it means you have to cross over a no-passing line on your side of the centre line.

7.6 The road code goes on to note that passing on a yellow line is permissible in certain situations

You can pass at a no-passing line if:

- *you stay on your side of the solid yellow line, and*
- *you can see 100 metres of clear road in front of you for the whole time while you are passing, and*
- *the lane is wide enough for two vehicles.*
- *Remember, it is against the law to cross over a no-passing line on your side of the centre line to pass another vehicle. But this isn't the only situation where you mustn't pass. This page shows you other situations where passing is both unsafe and illegal.*

7.7 Considering the comment in the CCC proposal that "*Motorists can legally cross the double yellow lines to pass a cyclist provided it can be done safely.*", additional advice was sought from the LTSA.

7.8 They replied in an email and advised the following

"In short no, a vehicle should not pass a cyclist if it means the vehicle has to cross a no-passing line (yellow line).

As per the Land Transport (Road User) Rule 2004, a cycle is defined as a vehicle that has at least 2 wheels and that is designed primarily to be propelled by the muscular

energy of the rider. The Road Code states that you must not pass a vehicle or animal-drawn vehicle if it means you have to cross over a no-passing line on your side of the centre line."

- 7.9 In order to try and resolve this conflicting advice (between the CCC and the LTSA/Road Code) additional information was sought from the Council and I have been advised in an email on 8 December 2017

The purpose of the no-passing lines is to stop drivers from passing other motor vehicles in unsafe locations, which is the case on Dyers Pass Road. There are circumstances where no-passing lines would have the potential to become an obstruction to traffic if drivers were to be prevented from crossing the lines, and the legislation reflects this.

Under 7.3(1) of the Traffic Control Devices Rule, a road controlling authority may mark a no-passing line on a section of roadway if the road controlling authority considers that there is a risk to safety from vehicles that, when passing other vehicles (other than stationary vehicles or cycles) that are moving in the same direction, intrude into a lane that is being used by traffic travelling in the opposite direction.

Specifically referencing stationary vehicles and cycles in the clause above is in relation to the potential for these to impede traffic where there are no-passing lines. The road user rule makes complementary provisions.

Clause 2.3(1) of the road user rule makes a lane to the driver's right of a no-passing line unavailable to the driver. But clause 2.3(3) allows drivers to use a lane that is unavailable to the driver if it is impractical to proceed otherwise because of a road obstruction and driving in that lane can be done safely and without impeding other traffic.

Clause 2.9 of the road user rule states "The driver must not pass or attempt to pass a motor vehicle or an animal-drawn vehicle moving in the same direction within the length of roadway on which the no-passing line is marked". The term motor vehicle is emphasised because a bicycle is not a motor vehicle, hence clause 2.9 does not relate to overtaking cyclists.

- 7.10 The Council's interpretation is based on the fine print within the Road User Rule. This is the parent document of the Road Code and hence is in greater detail than the road code.
- 7.11 However, the knowledge of the road code (as opposed to the Road User Rule) is what the majority of licence holders are assessed.
- 7.12 It is clear that there is potential range of interpretations for the general motorist and when this was raised with the Council they accepted that this could be a problem and were considering an educational campaign.
- 7.13 It is noted that the Council's advice for passing on a double yellow line and using the lane to the right of the yellow line is approximately in line with the passing on a white dashed line.

- 7.14 In reality, it is not what is legal (or illegal) it is what is likely to be the reaction to the average driver in encountering the need to cross a yellow line. I consider that the majority of drivers will NOT cross the yellow line and remain behind what is holding them up -ie a bicycle. This will result in significant queues of vehicles.
- 7.15 A comment on the mentioned education programme for the double yellow line. It appears that the this could be problematic in ensuring that it reaches all the users of Dyers Pass Road, at all times. This is due to the number of infrequent users of the road. If the marketing campaign involves the use of signs along the road, then the use of other types of sign may prove to be more beneficial (refer below).
- 7.16 I do not consider that the installation of continuous double yellow will have a significant impact on the accident rate of Dyers Pass Road for the following reasons
- There will be significant confusion within the general driver public as to whether they can or cannot cross a yellow line
 - The existing white line requires people to stay to the left
 - Many of the accidents that involve the crossing of the centreline are of a similar profile to those associated with inappropriate speed into a corner. It is the fault of the driver, not the road.
 - Many of the accidents have occurred where the driver has taken no notice of the current road rules or signed advice
 - The CCC's interpretation of crossing a yellow line is similar to the rules associated with passing on a dashed white line. This begs the question – why the change.
- 7.17 I consider that the installation of continuous double yellow lines could prove significantly detrimental to the accident rate in that it is very likely that long queues of vehicles will be caught up behind very slow road users and this is very likely to lead to frustration and bad decisions by some drivers.

8. Alternative Suggestions

- 8.1 It is not considered that 'do nothing' is the answer to the current issues either. It is recognised that Dyers Pass Road is a challenging road and does present a number of challenges to a range of drivers.
- 8.2 However, a review of the accidents appears to suggest that the majority of the accidents are caused by a small number of road users with the majority of road users able to navigate the road safely.
- 8.3 Aside from driver inexperience, another reason for accidents is bad decisions resulting from frustration. The limiting of frustration will generally improve overall road behaviour.
- 8.4 Obviously, the overall improvement of the road width and alignment is economically prohibitive.
- 8.5 I consider that there are a number of other economic solutions

8.6 Extend the 50kmh zone city side

8.6.1 The lower 'dog leg' near the parking for Victoria Park lies approximately 250m beyond the current end of the 50km/h zone.

8.6.2 This location is where 15% of all the accidents on Dyers Pass Road.

8.6.3 On the basis that the Council considered that lowering the speed limit will improve the accident rate then the moving of the 50km/h zone to include this corner will remove approximately 30% of the recorded accidents on Dyers Pass Road (14.5% within existing 50km/h zone + the accidents on the 'dog leg')

8.7 Clear vegetation

8.7.1 Many of the sight lines around the hill are compromised by long grass and trees.

8.7.2 The lowering of the grass and strategic removal of trees will improve the sight distances for many of the corners. Ironically, the Port Hill's fires achieved much of this last year.

8.7.3 It is accepted that vegetation can be an effective mechanism to control speed by providing the impression of confinement (hence people tend to drive slower). However, the current level of vegetation means that many people are overtaking (albeit unsafely) without adequate sight distance.

8.7.4 It is also accepted that the provision of an apparent increase of sight distance may increase the accident rate due to a false impression of road clearance. However, taken on balance, I consider that the actual benefits of clearing the vegetation outweigh the potential problems.

8.8 Courtesy Signs

8.8.1 The installation of regular 'reminder/courtesy' signs are a frequent installation on many 'tourist' roads through out New Zealand and the world. These appear to be reasonably effective in promoting overall road courtesy.

8.8.2 Signs promoting

- Keep left
- The use of rear view mirrors,
- Pulling over when able
- Cyclist to travel in single file

May prove to be the most effective form of public education

8.8.3 These signs could also be used in conjunction with 'keep left' arrows on the road

8.9 Pull over areas

- 8.9.1 There are a number of informal 'pull over' vehicle bays where it is possible to allow following traffic to safely pass slower vehicles. These are known by the regular users and are regularly used by them.
- 8.9.2 The location of these bays is not sign posted, as a result it is almost impossible for new users of the road to know where these are.
- 8.9.3 The sign posting of these existing areas and the creation of new ones would do much to alleviate frustration on the road associated with the speed differential between slow traffic and the traffic

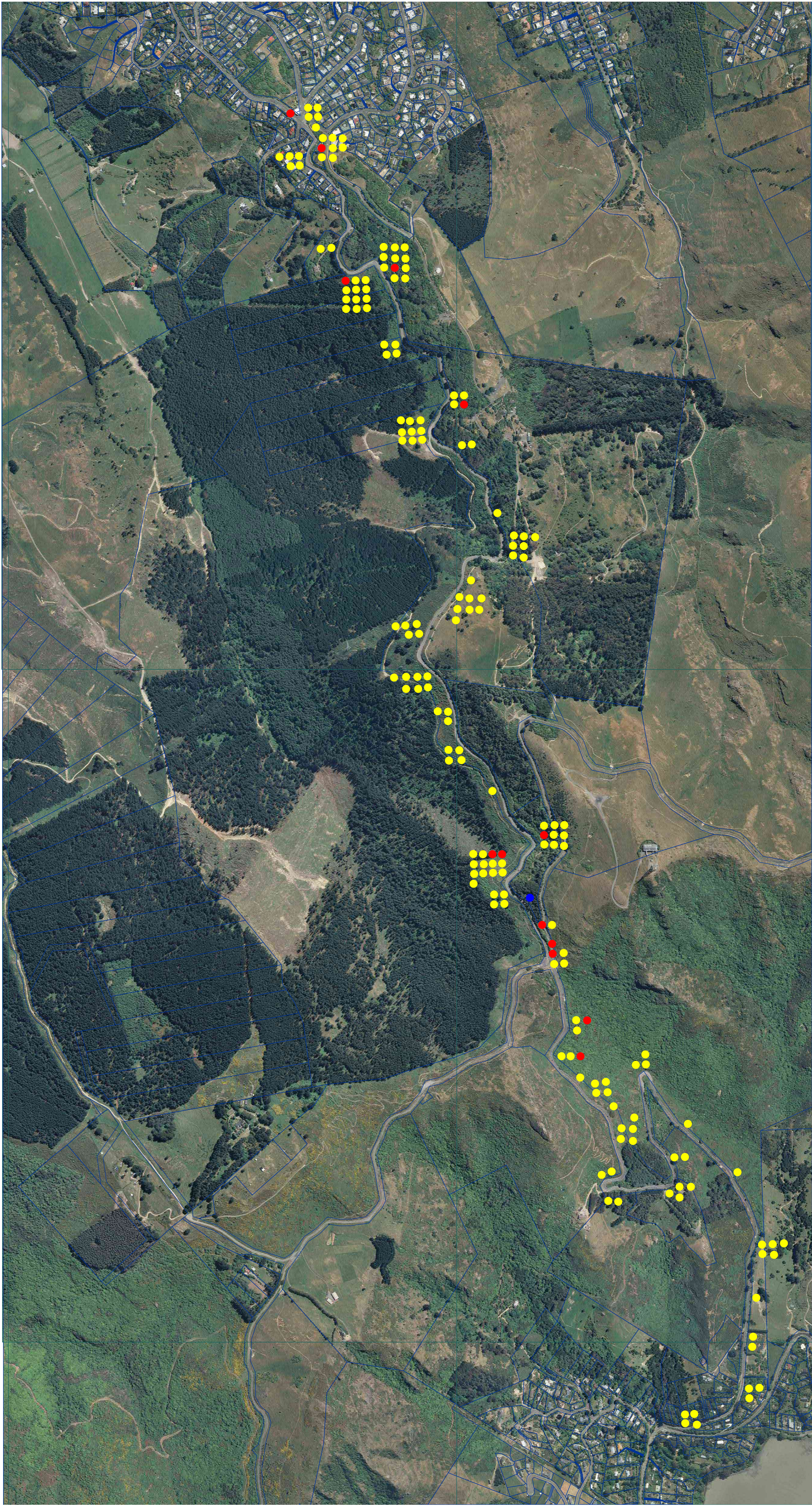
8.10 Electronic Signage

- 8.10.1 There has been a significant improvement in the type of signage available for roading environments.
- 8.10.2 I consider that, for the more dangerous corners, electronic flashing signage may be of benefit to highlight potential hazards.
- 8.10.3 These types of signs are used in the lower parts of Dyers Pass Road already and feature on a number of accident 'black spots' on the State Highway system.

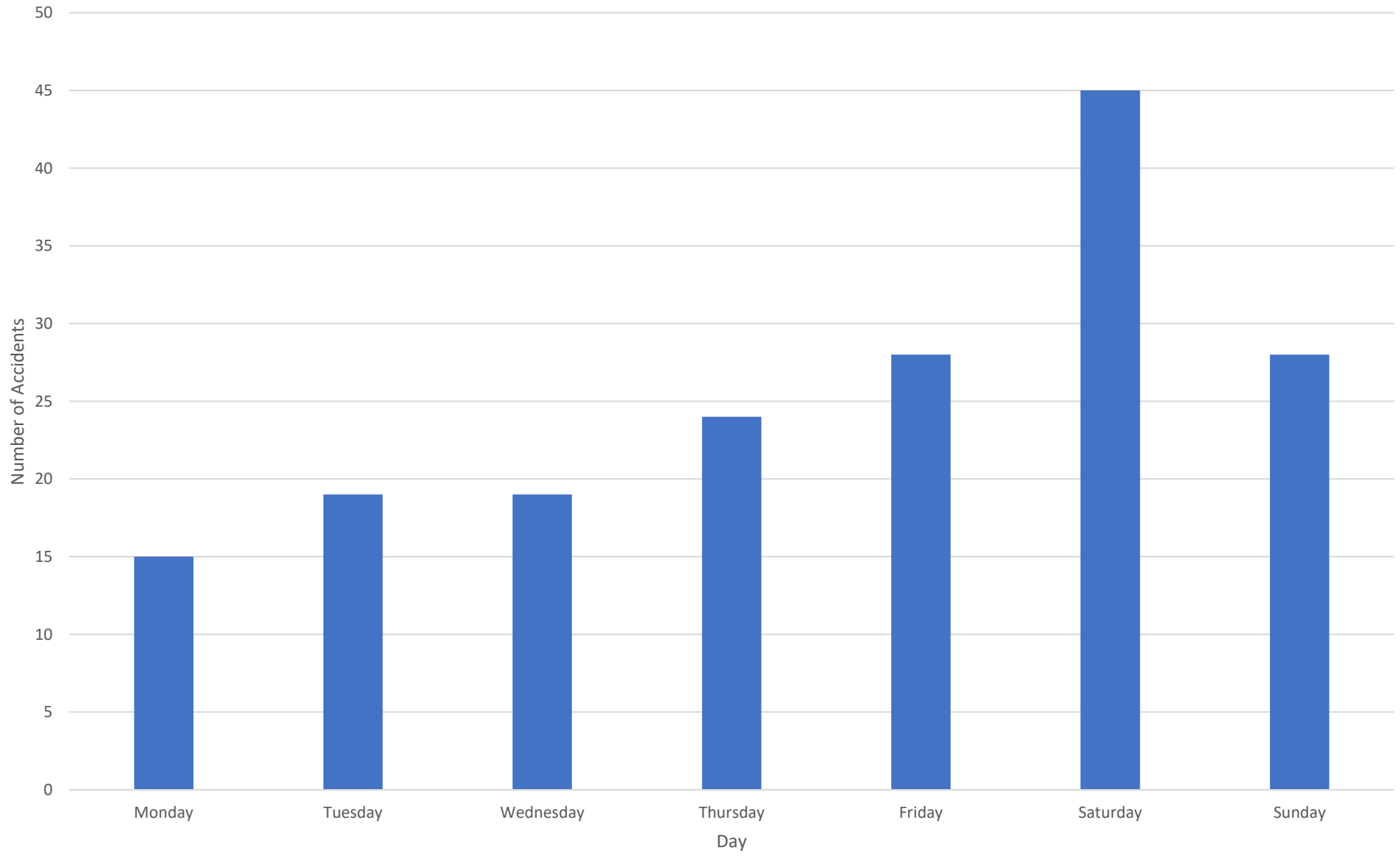
9. Summary

9.1 I do not support the proposal for the reasons detailed above.

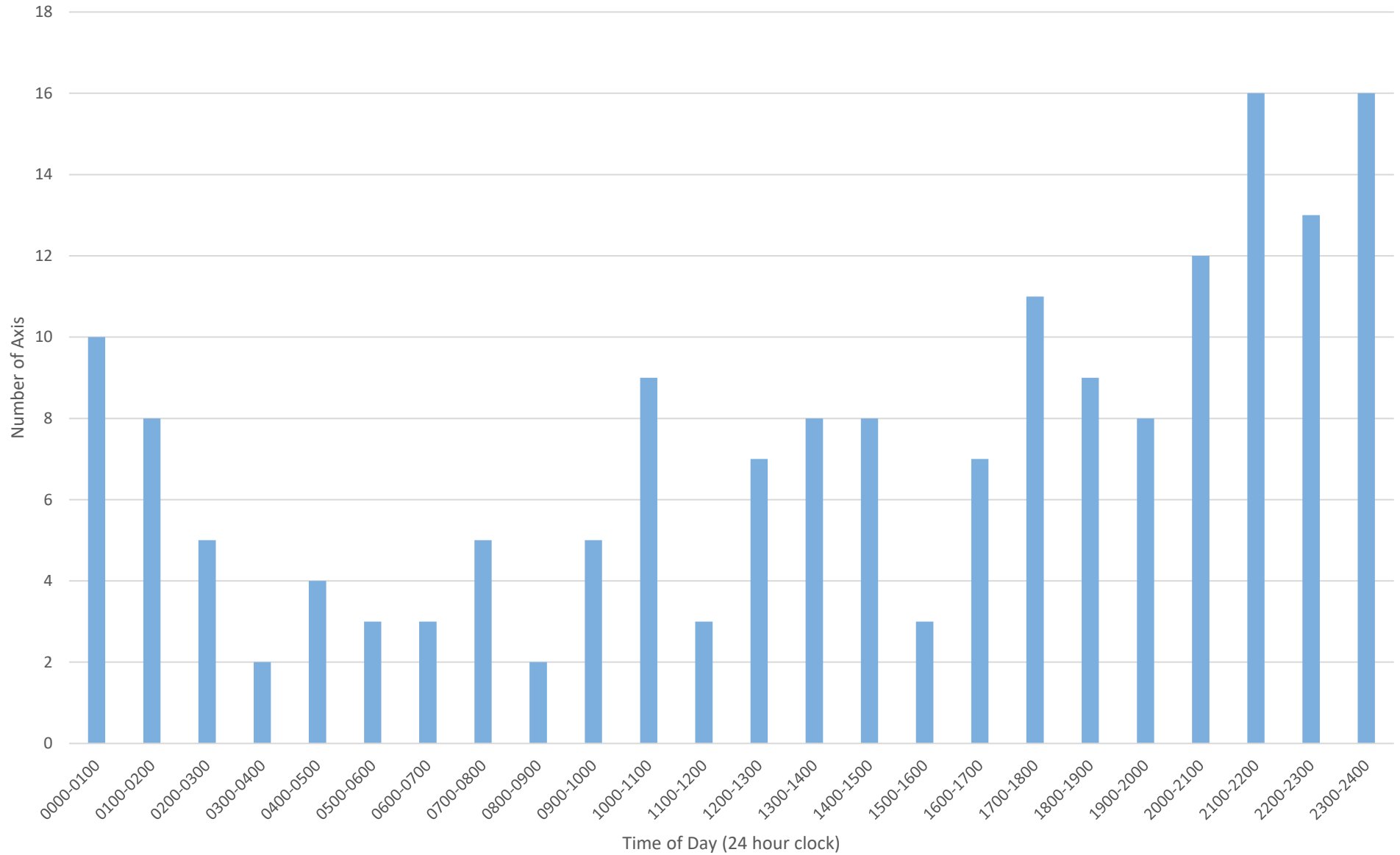
- 9.2 I do not consider that the accident data supports the contention that the addition of yellow lines and lowering the speed limit will significantly lower the rate
- 9.3 I do consider that the proposal will have significant detrimental effects to the majority of users of Dyers Pass Road to the extent where I consider it likely that additional accidents will be caused by the proposal.
- 9.4 I do consider that there are alternative options that should be considered in detail that may prove to be more beneficial in the proposals aim of improving the safety of Dyers Pass Road



Accident Distribution per Day



Accident Distribution for Time of Day



I have been driving this route daily for over 30 years – often more than once in a day. That is around 21,000 one way trips.

These are the most significant dangers of this route.

Drivers who are unfamiliar with this type of road driving badly on the road. Unfamiliar drivers generally drive way too slow, cross the centre line frequently when cornering, and most dangerously and frighteningly, overtake cyclists on blind bends and cross the centreline in doing so. They do not register that they should wait behind the cyclist until after the corner, and only pass when the vision ahead is clear.

None of your suggested improvements will help this.

Cyclists travelling way too fast (for them) down the hill. They are still under your proposed 60km/hr limit and are at a speed where cars are tempted to pass them, but it is difficult to do so. The cyclist is often barely under control, cars get impatient and high risk passing manoeuvres occur. None of your suggested improvements will address this. I worry about travelling behind cyclists that are travelling too fast and the risk that they will come off their bikes because they have taken a corner too quickly or have lost their balance because of something slippery on the road, or because they have to react and over-react.

Trucks using the route. Clearly, all large trucks should not be allowed to use the route. We have witnessed countless examples of large trucks breaking down, getting stuck on corners, using both lanes of the road to get around the tight blind corners, really struggling to get up the hill and forming huge queues of traffic behind them leading to impatient behaviour.

What should be done.

heavily trim all vegetation on the inside of all right hand bends on the Chch side of the hill coming up the hill.

provide slow vehicle pull over lanes or areas and reinstate the pull over space at the top of Dyers Pass by the Sign of the Kiwi

don't change the speed limit to anything less than 80 km/hr – cars need to be able to travel at that speed to safely pass slow erratic drivers and cyclists – passing distances are short and there are many blind corners.

Ban large trucks, over width trucks and over weight trucks on Dyers Pass road – install signage about that at both ends of the road. I enclose a previous submission by me about this to the CCC. Also a photo of another huge truck on Dyers Pass Rd last week. It is unbelievable they even contemplate using this route.

use CCTV to identify criminal behaviour by
With regards to the two 'improvements' you have suggested: boy racers

Dropping the speed limit will do nothing.

As noted above, the biggest risks are unfamiliar drivers, tourists etc, and they do not drive fast, they just drive very badly and often very slowly. They need to be able to pull over and let others past and travel at a speed they are comfortable with, not feel pressured.

The double yellow lane will do nothing.

Cars do not pass cars. They pass cyclists. The worse case here is that many cars will think they cannot cross the yellow line to pass a cyclist (I would have thought that was the case without reading your information provided in this consultation paper) and will sit behind cyclists the whole way up – or down. Without safe passing areas as is the case now, because of vegetation and no suitable signposted passing bays, this will cause chaos. It is a very, very dangerous 'safety improvement'.

Please take these comments into serious consideration, they are made with the best intentions of making the trip over the hill safest for all.

Thank You for the opportunity to make this submission
Joanne Macgregor
Long Time Governors Bay Resident

18 December 2017

ajaj

From: ajaj
Sent: Monday, 3 November 2014 1:05 p.m.
To: 'Ting, James'
Subject: RE: Letter-Dyers Pass Macgregor
Attachments: doc20141103143334.pdf

Hi James

Thank you for this confirmation. Sorry about bouncing an email back but I have been thinking about this issue quite a bit - there was a letter to the editor last week (attached) about cars and bikes on Dyers Pass - it doesn't take much imagination to figure out what would probably have happened if the cyclist had hit a heavy haulage truck that was using Dyers Pass that day.

Also there is a lot of evidence in Governors Bay that the heavy haulage trucks are doing serious damage to the infrastructure in Governors Bay - leaking water mains in the road on Main Rd and Governors Bay Rd, damage to kerbs and there is damage/subsidence to the road side edge at culverts (in one case there was a total collapse where Jackson's transporter ended up in someone's garden which I am sure you know about)- the roads through here and over Dyers Pass were never designed for these heavy haulage trucks. Do you think some pressure can be brought to bear to reinstate with some urgency Evans Pass as the route for heavy haulage trucks that cannot use the tunnel.

Also please add to the list of hazards that heavy haulage trucks using Dyers Pass encounter:

-the footpath is currently closed on Dyers Pass (Cashmere side) near the intersection of Hackthorn (just past The Cup) and the public are using the road as a footpath protected only by those very versatile pink traffic cones.

Thanks again James
Joanne Macgregor

-----Original Message-----

From: Ting, James [mailto:James.Ting@ccc.govt.nz]
Sent: Monday, 3 November 2014 12:00 p.m.
To: ajaj
Subject: Letter

Hi Joanne,

I have received your letter regarding heavy vehicles crossing Port Hills over Dyers Pass. I have sent to relevant teams to look into. Leave with us and I will update you soon.

Regards,

James Ting BE Civil (Hons)
Asset Protection Engineer
Road Assets Operations Team, CI - Transport and Greenspace
DDI: 03 9415185
Email: james.ting@ccc.govt.nz<<mailto:james.ting@ccc.govt.nz>>
Web: www.ccc.govt.nz<<http://www.ccc.govt.nz/>>
Christchurch City Council
Civic Offices, 53 Hereford Street, Christchurch PO Box 73014, Christchurch, 8154 Please consider the environment before printing this email


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Christchurch City Council

<http://www.ccc.govt.nz>



October 22 2014

James Ting
Transport and Green Space Unit
City Environment Group
Christchurch City Council
Level 4
P O Box

Dear James,

As discussed with you last Friday I am very concerned that long heavy trucks continuing to use the route from the junction of Main Rd Governors Bay/Dyers Pass Rd over Dyers Pass Rd through Cashmere to Colombo St South.

A significant and serious accident is inevitable.

Whoever the parties are that are involved in controlling this traffic need to act.

The long heavy often over weight loads I have observed have been:

-A Fonterra milk tanker.

-A Southland freighting company truck and semi trailer carting heavy excavator type parts – presumably for mining activities.

-A freighting company truck carting a dangerous load – it appeared to be a 20 foot container full of broken glass.

-A freighting company semi trailer and truck with a loaded 40 foot container stopped in the middle of Cashmere to allow their brakes which had overheated and smelt strongly to cool.

-A number of Frews logging trucks & trailers (loaded trucks and loaded trailers – in the order of 50 tonne loads I believe). We have observed logging trucks stopped at the only available lay-by – presumably to allow their brakes to cool. Logging trucks appear to use this route in both directions. However I have not observed these logging trucks travelling through Cashmere as all the others have.

-On Friday a break down service truck towing a truck and semi trailer that had broken down on the Governors Bay side of this route and had been carting a high

capacity telescopic boom lift (the trailer is triple axle so I presume the total load is in the order of 25t) – photos attached.

Apart from Friday's load none of these loads were piloted, but that is not the answer.

These trucks and loads are:

- having to frequently cross the centre line to negotiate their truck and load along the narrow road and through the many tight corners which are mostly blind
- most loads are coming from Lyttelton and have a steep 330m climb from that side
- encountering motorists who routinely absentmindedly cross the centre line on blind corners to pass cyclists going up the hill on the rural portion of this route
- encountering cyclists on the blind side of their vehicle
- encountering cyclists travelling at speed often crossing the centre line to stay in control going down the hill
- travelling through a congested residential area, past Cashmere School, amongst heavy domestic traffic, parked vehicles and pedestrians
- encountering other trucks in Cashmere delivering concrete and building supplies to the many rebuilds and repairs that are currently underway on properties in Cashmere
- encountering road works in Cashmere that are being carried out on an on-going basis
- encountering bus loads of children and the public travelling over this road to be taken to Living Springs most days. Buses can not negotiate Dyers Pass Rd without crossing the centre line.

Currently over width loads are not allowed to travel this route and over width loads must travel via Gebbies Pass (approx. 160m climb) but not long and/or over weight heavy loads. What is the difference? Long and/or over weight heavy loads use as much of the road and cross the centre line as much as over width vehicles on this route and there is as much chance of collision on this route with a over width vehicle as with a long/over weight load. However there is an added risk in that they are heavy and the chances of mechanical and brake failure are higher and it is mechanical and brake failure that will lead to the worst accidents.

I know in today's heavily bureaucratic environment it is very difficult to make a change. But I would like to formally request that over weight land/or long loads are not allowed to use the Dyers Pass Rd. I am sure that the break down company who had to negotiate Dyers Pass on Friday with the broken down truck and semi trailer would support this suggestion – presumably they do not want to be recovering vehicles with all these hazards and really in very dangerous circumstances. If this is not possible I would like my concerns put on record with all the government and local body agencies that have responsibilities for the safe motoring and use of Dyers Pass Rd.

Please confirm my concerns have been raised with all the appropriate parties,
recorded by them and addressed by them.

Thank You
Joanne Macgregor





Just Past. Victoria Park
entrance.



wrong side
of road - Cashmore
Hackthorne Dyers Pass



Roadworks

Hackthorne/
Dyers Pass Rd - Cashmore
Intersection.



cyclists and motor vehicles in the Christchurch area is unresolvable while they are allowed to use the same roads.

On Saturday, October 25, a cyclist careered around (for him a left turn) a bend while going down Dyers Pass Rd. He was so far to the right of where he should be, he crashed into the left (nearside) front of my car which was going up the hill; ie, he crossed over the road more or less entirely on the wrong side of the road. He then shot off the road edge down a bank.

As a peloton of cyclists had just passed going down the hill it would seem he was trying to catch them up and misjudged his speed around the corner, overshooting into me.

Whereas we can all be concerned for his safety it also caused trauma to the driver and did a surprising amount of damage to my car.

I have long considered, and now am convinced, that Dyers Pass Rd

is simply not suitable for motor vehicles and pedal cyclists to co-exist on. It is narrow and twists but the speeds the cyclists usually ride at is in itself part of the problem.

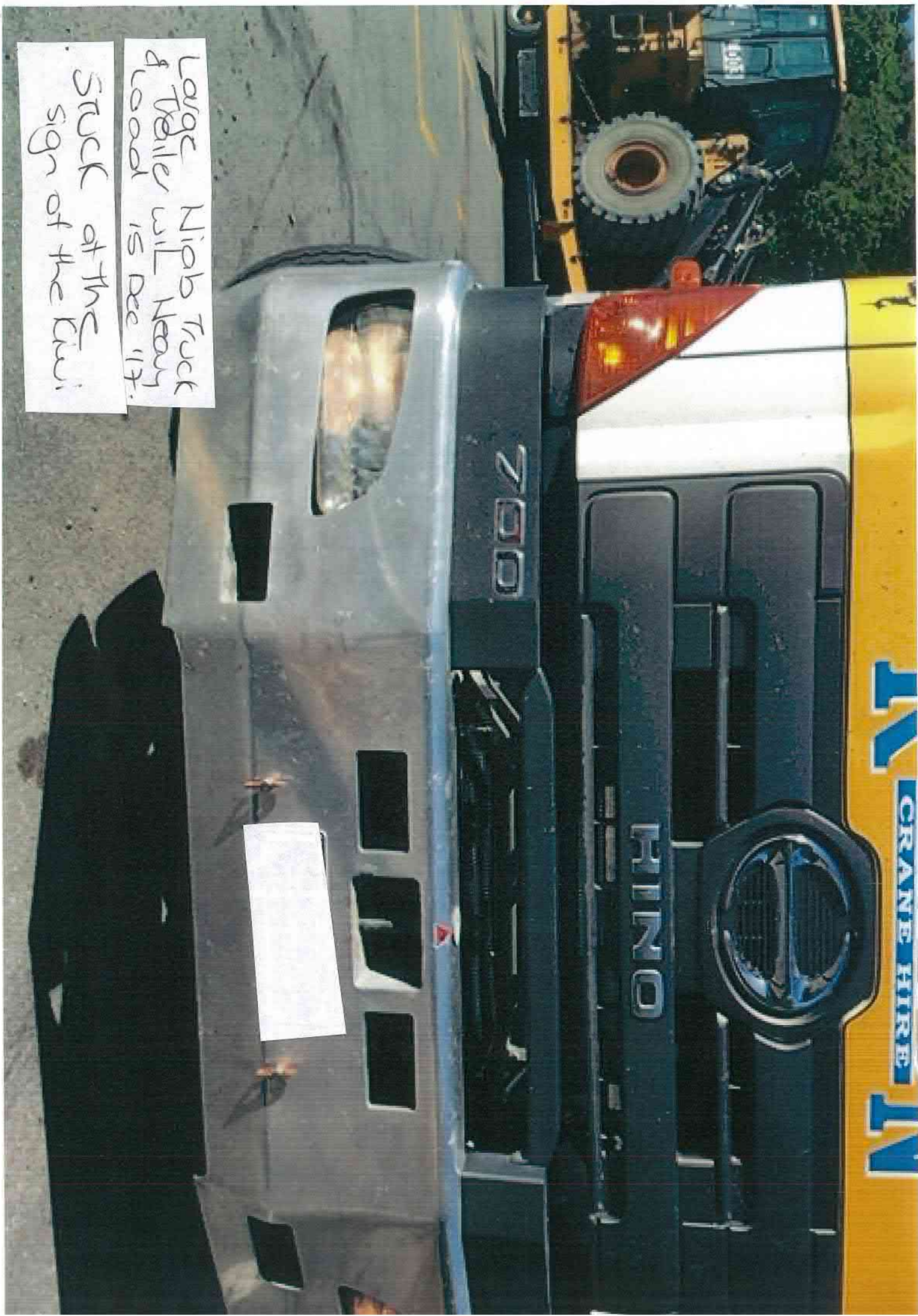
ALAN PHILLIPS
Diamond Harbour

Wrong side of road

I consider the battle between pedal

Large Nipb Truck
& Trailer will Heavy
Load is Dec 117.

Struck at the
sign of the bus!





SUBMISSION RE: DYERS PASS ROAD - PROPOSED [ALMA J STURGES]
 SPEED LIMIT CHANGE AND NO PASSING LINES.

REFER TO MAP:-

1. PIPE FROM CHANNEL SIDE ROAD, LEADS INTO CULVERT. NOT CLEANED OUT (EVEN AFTER RECENT WORK TO CLEAN OUT CHANNELS) TOOK HEAVY RAIN AND FLOODING TO GET IT CLEANED OUT - AS EMERGENCY.

1A ALL CHANNELS ALONG SIDE ROAD - (OFTEN HAVE SMALL ROCKS, SCREE ROCK AND SMALL SHIPS IN THEM)

1B ICE-ROAD BEGINNING DYERS PASS ROAD UP GOING TOWARDS CITY. NASTY SOME DAYS.

2 SPEED LIMIT - 70KM / CURRENTLY 100KM.

2A END OF 70KM SPEED LIMIT

3A } SMALL PULL OVER AREAS - (EAST/DOWN SIDE)

3B } IN NEED OF TIDYING UP - REGULARLY USED (ie USE PHONE; LOOK AT VIEWS)

3C } (UP-SIDE/TO TOWN)

BETWEEN 3A & 3C ON 'UP' SIDE - BIG DRAIN - NEEDS CLEANING OUT

3D - GOOD AREA TO PULL OVER - BUT DOES NEED A BETTER SURFACE (TAKING INTO ACCOUNT VARIANCE OF WEATHER)

ACROSS THE ROAD - AREA x 2 SLIPS RE 'QUAKES'. ALSO NATURAL SPRING. THIS CAN BE CHALLENGE RE - SLIP etc.

① ? LUCERNE - ON ROAD-SIDE NEEDS ANNUAL CUT BACK AS GROWS OVER EDGE ROAD - [HAS WHITE FLOWER]

3E (DOWN SIDE) MANY YEARS AGO A PULL OVER AREA WAS INCORPORATED SO PEOPLE COULD LOOK AT VIEW - GOVERNORS BAY. TREES ON FARM LAND NOW NEARLY PRECLUDE THIS - ONLY REASON I SEE THIS AREA NOT AVAILABLE - WHITE LINE / EDGE ROAD - PUT "INTO" THIS AREA.

WATER TROUGH BEND (WOODEN TROUGH NOW - HISTORICAL - AS THIS WAS WHERE HORSES DRANK FROM - RIDE FROM CITY TO GOVERNORS BAY.

1C GRASS ON THIS BEND - NEEDS TO BE CUT RE: VISIBILITY OF OTHER TRAFFIC. // ICE/WINTER, CAN BE NASTY!

CAMBRIDGE OF ROAD - I HAVE SEEN A RED BUS "STUCK" ON THIS CORNER. OUR SMALLER SCHOOL BUSES REGULARLY USE THIS ROAD. PRE QUAKE TOURIST BUSES CAME ALONG HERE.

1 WATER TROUGH BEND

(CONT'D) RE CHAMBER OF ROAD - LOOKING TO THE FUTURE -
COULD AN ASSESSMENT BE MADE OF THIS WHOLE BEND
AS IT WAS A POPULAR ROUTE FOR TOURISTS FROM CRUISE
SHIPS.

2 ALSO A SPRING (ON MAP) WHICH VISIBLE AFTER HEAVY RAIN.
CHANNELS AROUND HERE NEED TO BE KEPT CLEAR -

CHIFF FACE

THIS AREA APPEARS TO HAVE BEEN REGULARLY
SPRAYED, ALSO OTHER AREAS OF ROCK FACE ALONG DYERS
PASS ROAD. // GORSE / BROOM - ? NEED SPRAY - BUT I
ASK IF LEAVING ALL THE OTHER PLANTS - GOOD FOR BEES
AND HELPS TO KEEP SMALLER PARTICLES ROCK ETC IN SITU.
ANY RAIN WATER DRAINS INTO CULVERTS / STREAMS AND
FARM LAND.

3F

PULL OVER AREA. GOOD VIEW FROM HERE ACROSS TO
MT. HERBERT; BRADLEY PEAK AND BAYS. ? REMOVAL
OF x2 OF NATIVE BUSHES TO ENSURE BETTER VIEWING
AREA CONTINUES. THIS IS A POPULAR PLACE FOR
PEOPLE TO TAKE PHOTOS FROM.

AREA AROUND SIGN OF THE KIWI.

W.T. WALKING TRACK - VERY POPULAR - INFORMATION THERE

S.R.1

INDICATES CORNER OF DYERS PASS ROAD AND SUMMIT ROAD
AND THIS PARTICULAR 'RISE' IN THE GROUND - WHICH
MEANS ANYONE TRAVELLING DOWN SUMMIT ROAD TO
DYERS PASS ROAD - NEED TO 'EASE' OUT SLIGHTLY SO THEY
ACTUALLY CAN SEE WHAT IS COMING UP DYERS PASS
ROAD FROM CITY. // COULD THIS BE 'RISE' BE REDUCED
TO ENSURE BETTER VISIBILITY FOR ALL.

SK1 **PARKING AREA** - USED BY PATRONS OF CAFE / PEOPLE WALKING FROM CAR TO TRACKS, PEOPLE STOPPING TO LOOK AT VIEWS.
↳ DISABLED PERSONS PARKING SPACE REQUIRED.
↳ PARKING SPACES NEED RE-MARKING.

SR2 **POPULAR CAFE** - ? POSSIBILITY OF PARKING A LITTLE FURTHER ALONG SUMMIT ROAD.

SK2 DO NOT SEE NECESSITY OF PARKING TIME CONSTRAINTS AS PEOPLE MOVE AROUND AND NOT 'O.T.T.' ALL THE TIME.
↳ QUERY LAY OUT OF THIS AREA -

PEOPLE! - WALKING FROM TRACKS, CAFE, CAR PARK - MANY TIMES I'VE EXPERIENCED PEOPLE JUST WALKING STRAIGHT OUT ACROSS ROAD!! TALKING, TAKING PHOTOGRAPHS SEEMINGLY OBLIVIOUS OF ROAD / VEHICLES.
? SOMETHING PAINTED ON ROAD) - WHERE PEOPLE CROSS FROM TRACK OR CAFE, RESPECTFUL OF MOTORISTS etc BUT SOME "SIGN" MAY HELP!

POST QUAKE - NATURAL SPRINGS OVER ROCK FACE AND ALSO OFTEN SMALL PIECES ROCK IN CHANNELS AND ROAD NECESSITATING CLEARING OF CHANNELS.

SAFETY BARRIERS GOING FROM SUMMIT ROAD TO CITY THE BARRIER THAT GOES ALONGSIDE BEND HAS SEVERAL UPRIGHTS DAMAGED, I HAVE REPORTED THIS ON SEVERAL OCCASIONS - AND NO REPAIRS. I QUESTION AS TO WHETHER THE INTEGRITY OF THIS OR ^{ANY} ANOTHER BARRIER IS COMPROMISED WHEN SEVERAL UPRIGHTS ARE DAMAGED.

MORE SAFETY BARRIERS? NO, MAINTAIN WHAT IS ALREADY IN PLACE, ANYONE USING THIS ROAD - IT IS A RURAL TYPE ROAD NOT A MOTORWAY!

ROAD SURFACE POST FEBRUARY 2017 FIRES - SECTIONS OF ROAD DAMAGED - INTENSE HEAT.

SUBMISSION: RE DYERS PASS ROAD
(CONT'D.)

ADVISORY (SPEED) SIGN - LIGHTS UP TO INDICATE (SPEED) TRAVELLING INFORMATION FOR ALL ROAD USERS.

4 QVP (ENTRANCE INTO VICTORIA PARK) COULD A SIGN BE ERECTED TO INFORM ALL THAT THERE IS AN CONCEALED ENTRANCE INTO THE V. PARK. (PLACED ON DOWN SIDE OF D/P. ROAD)

← QVP ACTUAL ROAD INTO VICTORIA PARK.

3 G QVP SMALL AREA TO EASE OVER / JUST BEFORE ENTRANCE TO VICTORIA PARK. - NEEDS TIDY UP AND ANY OVERHANGING SHRUBS TRIMMED BACK.

QVP ICE. DUE TO SHELTERED ASPECT - THIS SECTION OF ROAD CAN BE A "BIT OF A HANDFUL" ON FROSTY / ICEY DAYS!

3 H. B.T GOOD PULL OVER AREA. NEAR TO START - BIKE TRACK, TO SUMMIT ROAD. SADLY RUBBISH OFTEN DUMPED (OUT OF GENERAL VIEW - BACK OF BAY AREA)

3 I B PULL OVER AREA - WELL USED) - NEEDS GOOD SURFACE FOR ALL WEATHER

3 PT EDGE ROAD - REPAIR

3 J WELL USED PULL OVER AREA - NEEDS GOOD ALL WEATHER SURFACE

4 FIRE FIRE INDICATOR BOARD - GOOD TIDY UP OF BOARD & SHRUBS AROUND. VISUAL INDICATOR OF FIRE RISK RESPECT IT GETS VANDALISED!

PT. * TRACK FINISHES NEAR HERE - WALKERS / ROAD USERS NOT AWARE FOLK - ? SIGN INDICATE PEDESTRIANS

RDC (ROAD CLOSED PLATE - TOO LATE - NEED INDICATION AT SIGN OF TAKAHAE ON DYERS PASS ROAD AND HACKTHORNE ROAD. SEVERAL TIMES HAVE GOT TO SIGN OF TAKAHAE - HAD TO TURN BACK TO GO VIA LYTTELTON!!

ROAD CLOSURE GOOD SIGN NEEDED - DYERS PASS ROAD / COLOMBO STREET HACKTHORNE ROAD / CASHMERE ROAD CURRENT NOT TOO VISIBLE IF TURNING RIGHT FROM CASHMERE ROAD INTO HACKTHORNE ROAD AS HAVING TO WATCH FOR TRAFFIC COMING UP FROM YOUR LEFT! WAS MOVED HERE AFTER STREET LIGHTS UPGRADES!

INFORMATION ROAD CLOSURES - APPS; COUNCIL PAGE, BUT BREEZE RADIO VERY GOOD. FOLK LEAVING HOME EARLY AM ETC NEED "HEADS UP" AS QUITE A DIFFERENCE IN TRAVEL TIME!

CRIT ICEY ROADS - NEED IT. AFTER WINTER PLEASE REMOVE FROM EDGE ROAD AS CAN BECOME HAZARD WHEN WASHED ONTO ROAD.

GENERAL - A FICKLE ROAD - VERY WEATHER PRONE - ICE; FOG; LOW CLOUD; TWISTS AND TURNS, ROCKS OFF 'CHIPS'; SOMETIMES STOCK (RARE)
= Alma J Sturges

SUMMARY

- ↳ MY COMMENTS REGARDING DYERS PASS ROAD ARE AN OVERALL PERSPECTIVE FROM SOMEONE WHO HAS DRIVEN ON THIS ROAD FOR THIRTY YEARS.
- ↳ MARKERS, SAFETY BARRIERS; ADVISORY SIGNS - INCREASED VOLUME TRAFFIC
- ↳ I DO NOT KNOW THE ROAD - AS EVERY TIME I DRIVE ALONG IT, IT IS A DIFFERENT EXPERIENCE - FROM
 - ↳ DAY OR NIGHT
 - ↳ WEATHER
 - ↳ VEHICLES ON THE ROAD,
 - ↳ STATE OF ROAD,
- ↳ I DO NOT THINK 100 KM IS AN APPROPRIATE SPEED FOR THIS ROAD.
- ↳ DOUBLE YELLOW LINES FROM GOVERNORS BAY ROAD TO PENTRE TERRACE - WILL THESE ACTUALLY CHANGE DRIVERS (OF ANY VEHICLE) ATTITUDE?
- ↳ ACTUALLY DEALING WITH SITUATIONS - AT THE TIME - SEEMS A WAY OF 'EDUCATING' DRIVERS.?
- ↳ THERE ARE NUMEROUS LAWS - REGARDING ANY INFRINGEMENT, BUT PEOPLE HAVE TO TAKE RESPONSIBILITY.

Alma J. Sturgess.