

In the Matter of the Summit Road Proposed Restrictions

UNDER

Cruising and Prohibited Times on Roads
Bylaw 2014

**Submission as to proposed changes restricting access to parts of
the Summit Road and Worsleys Road**

Lawrence J Hill

Dated 24 August 2017

Background

1. I live at [REDACTED], Christchurch.
2. I do not support the proposed amendment to Christchurch City Council's Register of Prohibited Times on Roads under the Cruising and Prohibited Times on Roads Bylaw 2014 by including (parts of) the Summit Road and (parts of) Worsleys Road

Reasons

3. Insufficient time has been provided by the Christchurch City Council (Council) to gather the necessary evidence to meaningfully respond to this proposal.
4. The New Zealand Police (Police) has advised me that members of the constabulary will not attend any call out to [REDACTED], relating to anti-social road behaviour, because of a lack of communications in the locality and because in the evenings and nights only one person is stationed in the general locality - Lincoln.
5. Police have advised me that we are to telephone the 111 service and place a complaint. The reason for this, they say, is to record incidents where such behaviour is observed locally.
6. On enquiry with the Council only one person was advised of the proposal at this end of the Summit Road.
7. The original proposal had a consultation period of only 20 working days. When we, and other locals, became aware of the proposal much of that time had passed. The consultation was extended for a short period to 25 August 2017.
8. However, the consultation period is still insufficient to obtain information from Government agencies such as Police, St Johns Ambulance, and the NZ Fire Service through Official Information Act 1982 requests which has a mandated 20 working day period (s 15(1)) to respond.
9. Accordingly, the community has, because of the Council imposed time frames, been unable to make informed submissions to this proposal.
10. It is essential to obtain all available information before considering significant closures, or restrictions, of the roads (or parts thereof) and the influence the proposal will have on the adjoining localities and adjoining major feeder roads.
11. There is a known persistent and uncontrolled problem of anti-social road behaviour on Gebbies Pass Road and this end of the Summit Road.

12. The refusal of the Police to respond to complaints of such behaviour allows the behaviour to go on unchecked.
13. Gebbies Pass Road is one of only three roads (now) providing vehicle access to and from Lyttelton Harbour and is designated the oversized and overweight heavy vehicle route.¹
14. There are numerous accidents monthly on the Gebbies Pass Road and this end of the Summit Road including property damage, injuries, serious injuries, and recently another death.
15. It is essential information of this type is obtained to form part of the decision-making process for this proposal. This can only be obtained through official information requests.
16. Both this end of the Summit Road and Gebbies Pass Road are poorly maintained by the Council. For example, in the July 2017 rains, slips on Gebbies Pass Road took a good fortnight to clear even though one slip was over part of the road. In the August 2017 rains, new slips still remain uncleared after ten days (the date of this submission).
17. One person I know well spent three days in hospital and needed reconstructive surgery, as a result of an accident, because the Council failed to repair a known pothole on Gebbies Pass Road in a timely manner. Both the Police and ambulance were called to the accident and incident reports were filed.
18. This is an example where official information is necessary to ensure proper decision-making by the Council.
19. It is wrong, in my opinion, to simply limit Council's response to the anti-social behaviour on the Summit (and Worsleys Road) to the exclusion of those roads directly adjacent to, and feeding into, the Summit Road.
20. In my view there are more constructive ways of addressing the problem and the community and specific communities of interest should be properly engaged to help resolve the problem.
21. Should a hearing be held for the proposal, I wish to be heard and to make oral representations.



.....
Lawrence J Hill

this 24th day of August 2017

¹ It is acknowledged that an alternative access to Christchurch is also available via Purau.



Sabine Frielink

2 June

[Submission 4709](#)

Well another accident on dyers pass tonight, the second one this week. This time the car landed in my backyard 3 metres from my daughters room, thanks to all the trees it didn't come down further. The guys response: "playing silly buggers, the road's too slippy for that!" no sh*t! I was driving up the road, and I live on the low side of Dyers....That's some pretty special driving if you ask me. i'm so tired of these boy racers , they have gone too far. What can we do? sorry, later night rant over....

You, Matthew Parry, Michelle Hintz and 14 others

15 Comments

Angry

Comment

[View 11 more comments](#)



Rachel Kelly Or protest outside police station?

[Like](#) · [Reply](#) · 1 · 2 June at 23:36 · Edited



Chris Moyse I am so pleased your family are all safe. Agree totally re ignorant drivers however it is not always boy racers. And honestly the police cannot be everywhere - also they need to be there at the very time and so many cars now days have devices to warn o... [See more](#)

[Like](#) · [Reply](#) · 2 June at 23:27



Sabine Frielink thanks Chris, everybody should drive the speed limit, locals and boy racers, I agree. But the boy racers are taking it to the next level of insane driving.

[Like](#) · [Reply](#) · 3 June at 04:21



Write a reply...



Nick Rout Some of the grown up locals are pretty bad too.

[Like](#) · [Reply](#) · 3 · 3 June at 01:56



Shelley Ackland Totally agree Nick

[Like](#) · [Reply](#) · 3 June at 02:40



Write a reply...



Don Rae 50 kmh limit on whole hill. Several fixed speed cameras en route. CCTV at the 2 major intersections. Signs reminding a) keep left b) cyclists not to travel in groups c) slow traffic pull over and let others past. Anyone crashing their car by themselves permanent confiscation and compulsory lobotomy. (Just kidding on the last suggestion.)

[Like](#) · [Reply](#) · 2 · 3 June at 02:00



Rachel Kelly Some speed bumps would work a treat!

[Like](#) · [Reply](#) · 3 June at 02:12



Nick Rout No way. Speed bumps are just an excuse to slow right down then take off through all the gears.

[Like](#) · [Reply](#) · 3 · 3 June at 02:18

[View more replies](#)



Write a reply...





Marie-Jeanette van der Wal shared a link.

28 June 2016

Submission 4709

Thank you Rosie Belton, Fay and others who attended the meeting on Monday. It is suggested that volunteers do the police work. We already have volunteers driving a public bus....aren't Governors Bay residents paying council rates as well?



'Held to ransom' by boy racers

Christchurch city is being

1.STUFF.CO.NZ

You, Rosie Belton, Sally Tripp and 4 others

5 Comments

Like Comment Share

View 1 more comment



David Rhodes As a resident in Governors Bay most nights these idiots are causing problems, and it is only a matter of time before they kill themselves or some poor innocent person.

Travelling at high speed, throwing glass bottles from their cars, and at times narro... See more

Like · Reply · 3 · 28 June 2016 at 00:46



Bai Leaf Zammit-Ross So ture.

Like · Reply · 28 June 2016 at 00:48



Write a reply...



Rosie Belton It is hugely frustrating but I think we must continue working with police and council and community board to come up with solutions.

Like · Reply · 3 · 28 June 2016 at 03:09



Michelle Hintz Heard you talking to Newstalk zb today... very clear on the frustrations we all feel over here..... Well done Rosie...keep the pressure on.

Like · Reply · 1 · 28 June 2016 at 07:55



Write a reply...



Murray Radcliffe Once again !!! club in and purchase street TV cameras. They work 24/7. Evidence they collect can be followed up by police !! They have a cost but it is not totally an arm and leg.

Like · Reply · 1 · 28 June 2016 at 04:39



Simon Maule Murray, sounds like a good idea. Do you have a cost for supply and install? If these can be proven to be effective, can be installed without being able to be tampered with and provide enough detail to capture number plates (assuming the idiots don't cover up there plates) I am happy to donate \$100 and pledge others to support your initiative . Are you going to co-ordinate?

Like · Reply · 28 June 2016 at 10:06



Murray Radcliffe Hi Simon, I am a former full time resident of the Bay, live just over the hill in Hoon Hay these days. However I rent a small block of land near the church and stay overnight from time to time. The idiots love to race from the top of the valley down p... See more

Like · Reply · 28 June 2016 at 10:19

View more replies



Write a reply...





Rosie Belton

7 June 2015

Submission 4709

A reminder about tonight's Boy Racer meeting at the Governors Bay Hotel 7pm. Thank you to those of you who have sent posts and emails confirming your attendance. If you want to share your experiences, concerns and ideas for solutions to this ongoing problem which threatens our safety on the roads and our peace at nights please come at 7pm tonight to the restaurant room at the hotel. Our guests are Senior Canterbury police responsible for traffic control. See you there.

You, Suzanne Johnson and 4 others

3 Comments 1 Share

Like

Comment



Rachelle Walker Thanks very much for arranging the meeting Rosie. My apologies, I had to leave early to attend to my daughter. Please could you post the main summary of police actions and public comments?

8 June 2015 at 10:18 · Like



Emma Jenkins I was unable to make the meeting, but would be really interested to find out how the meeting went, and whether there is any further action residents can take to help resolve this issue. Many thanks.

8 June 2015 at 11:12 · Like



Rosie Belton Thanks and I will be in touch. A very successful meeting I think

8 June 2015 at 13:14 · Like



Write a comment...



Rachelle Walker

4 June 2015 · Allandale, New Zealand

Submission 4709

Hi all. Called *555 again to report boy racers at 7pm tonight- they are sending a patrol car and advised if it happens again to call back so they 'can update the file' See you at the meeting on Monday

You, Rosie Belton and 9 others

2 Comments

Like

Comment



Marie-Jeanette van der Wal Hi Rachelle, I came across boy racers last night around 10pm on Dyers Pass Road, going up to Summit Rd. The weather was awful and they were speeding. *555 called and promised patrol car. Can you ask at meeting how often calls are made/ followed up? Sorry can't be there, thanks to organisers.

4 June 2015 at 12:39 · Like · 1



Rachelle Walker Yes, definitely- it'd be interesting to know. Hopefully there'll be some minutes/ outcomes of the meeting made public somehow.

4 June 2015 at 12:52 · Like



Write a comment...



Submission to the Christchurch City Council

On the proposed prohibited times on road restrictions on Summit Road (Rapaki Road – Gebbies Pass Road) and Worsleys Road (Summit Road – start of the Track)

From: Dominique Leeming and John McAllister

Address (physical)

[REDACTED]

Address (postal)

[REDACTED]

Phone

[REDACTED]

Email

[REDACTED]

Our view:

No – we do not support the plan.

The paper distributed by the Council suggests that this proposal will address the following concerns:

1. Anti-social road use
2. Safety
3. Damage and vandalism
4. Fire
5. Rubbish

Our response to those concerns is as follows:

1. Anti-social road use

Our home is the house located closest to [REDACTED] and it could thereby be argued that we are most likely to be impacted by traffic noise. At times we do hear cars on the road and at times what is described as anti-social road noise near our property at night. However, we also contend that if the restriction is put in place then it will be a case of moving the problem rather than preventing it occurring at all. We also contend that we live in an area where there are very few residents and so very few people are impacted. By placing restrictions from 10pm until 5am may just mean that these activities happen earlier in the evening when there is greater likelihood that other road users could be impacted or somewhere where more people live. The safest time for so called 'boy racers' to use the road is between 10pm and 5am.

Submission 4695

2. Safety

We are concerned about the safety of all road users, including ourselves and our neighbours. We both travel via Dyers Pass Road and the Summit Road on a daily basis and regularly witness poor driving practice. From our observation it is clear that those presenting the greatest danger to other users (both cyclists and motorists) are people unfamiliar with driving on a narrow winding road, and who undertake dangerous maneuvers such as overtaking cyclists on blind corners. The restricted time is when fewest users are on the road. I would be more interested in plans to make the road safer during the day on weekends when there are large numbers of people using the road and very poor driving is often seen.

3. Damage and vandalism

We are aware that vandalism occurs, most noticeably the knocking down of road signs. We're not convinced that the restriction between 10pm and 5am will prevent this from happening.

4. Fire

We are of course concerned about fire risk. However, we don't believe that this will be mitigated by the proposed road restriction. The most recent destructive fires began during daylight hours.

5. Rubbish

Again we don't believe the restriction will have a significant impact on littering.

Conclusion

We feel very fortunate to live in such a wonderful location. We would like everyone who enjoys [REDACTED] area to love and respect it as we do. However, we believe the proposed restriction is will do nothing to prevent the concerns numbered above and will just shift the problem somewhere else. This proposal is not a solution to a problem.

If young people are going to continue to enjoy driving their cars as they have done for generations then why not let them continue to enjoy the beauty of the Summit Road. They scare us far less than many older users with poor driving skills.

Dominique Leeming and John McAllister

Summit Road Night Time Closure Bylaw Feedback **Submitted by Jeremy Haines.**

I oppose the proposed night time closure of the Summit Road.

My main reasons for opposing this bylaw are that:

- It restricts access to public space and along a public road which is used recreationally and legally by a wide range of people at all times of the day and night.
- I believe that all of the behaviour that the bylaw is hoping to address is already prohibited by current legislation.

In relation to the comments made by others in news articles and on web-forums:

- Rubbish, the rubbish left by antisocial road users is not excessive. Many other users also leave behind rubbish. The most common larger items I collect from this property are road cones and road signs. Fly tipping of trailer loads of rubbish at a time, is more of an issue and often happens several times a year. The proposed closing of the road may not stop the fly tipping and if it does I suspect the same rubbish will end up elsewhere rather than being disposed of legally.
- Damage done to the surface of the road by antisocial road users is nothing when compared to the damage caused by not maintaining the roadside drains and water tables. The recent slip beside Omaha Bush is a good example of water running along the road and then over the side rather than along the drain and through a culvert and it does not look like it will be cheap to repair.
- Fire Risk. It would be good if when I phoned the council in the middle of summer about removing a crashed car that had been left for two days, was badly damaged, undrivable, key in the ignition, windows down, number plates removed, parked facing the wrong way on the side of the road and that I considered a fire risk. That they could come and remove it rather than come out a place a sticker on it. After someone set it alight they returned a week later and placed another sticker on it and then two weeks after that it was eventually taken away.

An alternative:

- I would support the idea proposed by the Summit Road Society to rebrand the Summit Road to recognize its value to heritage, conservation, recreation and tourism, for example as a heritage parkway, with signage and design that would encourage vehicles to slow down.
- I drive on the summit road almost daily and would support a lower speed limit of 50km/h. This could result in the Summit Road being more of an ambling drive rather than a race track. With some enforcement of a lower speed limit, the drivers wanting to drive at speed may go elsewhere while other users would be unaffected. Currently the speed limit on the Southern section where the road is narrow, used by many cyclists and walkers, has sharp turns, poor visibility, an uneven surface, broken edges etc has the same speed limit as the best roads in New Zealand.

Also

- I think central government needs to create more regulation around the noise vehicles can produce including at higher engine speeds, and ideally, the technology to police it.
- I believe that the current closure of the Summit Road to vehicles between Rapaki Rock and the Gondola should go through a formal process if there is no work scheduled to repair and reinstate the road. I am not necessarily for or against this closure, but I believe it should go through a democratic process if it is to be closed long term.

Summit Road Night Time Closure Bylaw Feedback **Submitted by Gina Waibl, August 2017**

I oppose the proposed night time closure of the Summit Road.

I own [REDACTED] on the steep section of road colloquially known as “The Bastard” by cyclists, which is probably on one of the most affected sections in terms of cars hitting fences. I also own property in Governors Bay.

My main reasons for opposing this bylaw are that it:

- Restricts access to a public road which is used recreationally by a wide range of people at all times of day. The proposed application of the Cruising and Prohibited Times on Roads Bylaw 2014 to the Summit Road is a significant step further in terms of restricting people’s freedoms, when compared to its current application in industrial areas.
- There a number of legitimate law-abiding users of the Summit Road who want to enjoy the Port Hills at night, and not all of them will want to walk or cycle from the car park at the Sign of the Kiwi. I myself have often gone up to the Summit Road at night to watch the stars, eat a meal, walk, sit in the ferns, or have a gathering at the Sign or the Bellbird, both as a teenager and into middle age. The Port Hills are the only elevated undeveloped location away from the city, yet still close enough to be easily accessed – they are the best place to go to take a break from the city. It is very common for people to drive up to the Summit Road to view the city lights, including taking visitors. There are occasions where large numbers of people come up to the Summit Road for particular events such as the New Brighton fireworks, and to view the Southern Lights.
- Any closure that does not include a physical barrier will require policing to be effective. At present, police are rarely seen on the Summit Road. If the closure is not adequately policed it could result in continued nefarious behaviour but without the presence of law abiding road users who have the potential to monitor and moderate behaviour on and adjacent to the road.
- While I am not aware of the circumstances that led to the burning of the Sign of the Bellbird I have often come across responsible users of this building who have lit a fire in the open fireplace. I can’t think of any other locations close to the city where people can do this.
- If all of the Summit Road between Gebbies Pass and the Gondola is closed, there is unlikely to be sufficient capacity for car parking at the Sign of the Kiwi. In addition, this car park is already often quite busy at night, and users may feel intimidated and may not feel comfortable parking or leaving their cars there if others are present. Also, many night time users will not be interested in walking or cycling and would rather be able to drive to their desired location. This often involves looking for a spot that is away from other people.
- The proposed bylaw will leave the Harbour Bays as the only loops with winding roads in close proximity to Christchurch, and will quite likely make the problem in Governors Bay worse. I understand that one of the drivers for the proposed bylaw change has been complaints from Governors Bay residents.
- Enforcement should be possible at present, without any changes to the bylaw, given the layout of the roads in the area, with long lengths of road and few entrances and exits.

Submission 4684

- If speed and reckless driving is the main concern, I would like to point out that people do drive fast on the Summit Road at any time of day, and it's not just the boy racers. Plenty of older drivers in up market vehicles drive fast as well, though at least generally creating much less noise. Though, it is the boy racers that most often crash their vehicles. Boy racers can be present at any time of day, especially on weekends and during summer.
- Boy racers stop outside my gate fairly frequently. They generally seem to be interested in having a good time and don't deliberately damage property (other than leaving rubber on the road). I have never had any issues with them coming onto my property or causing any damage. Occasionally, though not often, rubbish is left behind but no more so than what other road users leave behind (this includes cyclists that regularly drop energy gel and muesli bar wrappers, drink bottles and punctured tubes; as well as walkers and drivers that leave toilet paper and human waste behind). On the occasions that I have spoken to boy racers they have been polite and I have never felt intimidated by them being outside my gate.
- Allowing vehicles over 3,500kg, may well result in more people in motorhomes camping on the Summit Road, which in itself may not be an issue, but there is a question of whether this is fair to others who are excluded.
- There is also the issue of our right to freedom of movement - I know I don't want to live in a society of curfews.

In relation to the comments made by others in new articles and on web-forums:

- In my opinion, the rubbish left by boy racers is no worse than what is left by other users. Fly tipping of trailer loads of rubbish at a time, is more of an issue and often happens several times a year near my property.
- While speed can be an issue through Governors Bay, I suspect that noise is the main problem. I often hear noisy cars at night in Governors Bay and I know they often wake my mother and others in the community.
- In some comments, people have mentioned tail gating, but I would suggest that both commuters and boy racers engage in this behaviour. I also question whether it is really an issue as there are many places available to pull over to let others past and drivers shouldn't be so intimidated that they speed up or otherwise change their driving.
- While I am aware that others may have had bad experiences with other drivers at night, I have never personally had an issue with others' driving while travelling on the road at night, as they generally slow down and drive responsibly when they see my vehicle.

I also have some comments relating to the details of the proposed bylaw change:

- I would urge Council to change the proposed closure time to 11pm to 5am, or even possibly 12am to 5am, as 10pm is too early to expect all traffic to be out of the area. Even for summer rock climbing, climbers will feel like they have to rush to be out of the area in time. There should also be consideration for shift workers and others who don't work and recreate at standard times.
- In order to make an informed decision, before implementing any restrictions, the numbers of "boy racers" on the Summit Road should be compared to the numbers of law abiding users (including law abiding "boy racers") who would be negatively affected by a night time closure. At a guess there would generally not be more than 10 or 20 boy racers per night at the Gebbies Pass end of the Summit Road. Monitoring

Submission 4684

would need to occur over a sufficient period of time as the number of recreational users on the Summit Road at night can vary significantly.

- There is also the question of how landowners and their bona fide visitors would be identified?

I also have some alternative or additional ideas which could be applied whether or not the proposed bylaw change goes ahead:

- Improve the ability to control fire risk control by removing obviously abandoned cars before the current wait period (I believe this is 7 or 14 days), perhaps by creating a bylaw that doesn't allow vehicles to be parked on the roadside for more than 24 hours. About two years ago a crashed vehicle was abandoned on the Summit Road opposite my gate. Several days later, after being advised by Council that it could not be removed even though I was concerned about the fire risk, it was burnt and an adjacent fence post was completely burnt to the ground as well. It was lucky that a grass fire did not start as this occurred two to three weeks before Christmas.
- I suggest that Council considers lowering the speed limit on both Dyers Pass Road and Summit Road to better reflect the safe and appropriate speeds for these roads. In addition, there are a number of curves on Summit Road that are slightly out of context which could benefit from some additional delineation as vehicles regularly crash on the same curves.
- Also, I support the idea proposed by the Summit Road Society to rebrand the Summit Road to recognize its value to heritage, conservation, recreation and tourism, for example as a heritage parkway, with signage and design that would encourage vehicles to slow down. If rebranded as a heritage parkway, even lower speed limits of 50 or 60km/h could be appropriate. This could result in the Summit Road being more of an ambling drive rather than a race track. With enforcement of the lower speed limit, the drivers wanting to drive at speed may go elsewhere while other users would be unaffected.

The main issues that concern me as a property owner are people hitting my fences, stock theft, people shooting firearms from their vehicles, fly tipping, people driving recklessly and crashing and/or burning vehicles, and arson. While there would potentially be some benefit to me personally if the road was closed at night, if it meant that fewer cars hit my fences, and if it made the area quieter, I don't know that that is enough justification for banning everyone from a public road (except for the lucky few who own property in the area). Having my fences hit is annoying and inconvenient and it costs me time and money, but it is manageable. If speeds were reduced this wouldn't be such an issue.

Ultimately, I think we need more regulation around the noise vehicles produce including at higher engine speeds, and ideally, the technology to police it. There is also obviously the societal issue of making sure that people have more productive outlets for their time and energy.

Lastly, although it is not directly relevant to the proposed bylaw change, I believe that the current closure of the Summit Road to vehicles between Rapaki Rock and the Gondola should go through a formal process if there is no work scheduled to repair and reinstate the road. I am not necessarily for or against this closure, but I believe it should go through a democratic process if it is to be closed long term.



Kate and John Hare



18 July 2017

Lori Rankin
Christchurch City Council
Via submission website

Dear Lori

Summit Road Proposed prohibited times on road restrictions

We do not support the proposal to close Summit Road in the weekends.

This issue is about compliance and enforcement. Limiting access to one small portion of road will simply shift the problem to another location. The problem needs to be addressed at the root cause, not by addressing a symptom.

Background:

We live in Governors Bay, on the north side of the Ohinetahi Valley. Our house is over 70m from the road, which is a 50kmh zone all the way to the south side of the valley adjacent to the Ohinetahi Gardens entrance. It is then a 70kmh zone all the way to Allandale, by the Living Springs turnoff.

Every weekend, commencing at around 11:00 pm, we are subjected to a barrage of load traffic noise, at all hours of day and night—loud cars in the evenings and loud sports bikes in the mornings. Drifting around the corner (at our front gate). And most of it clearly too fast, whether viewed from walking along the road, or from hearing powerful motorcycles and cars complete 2-3 gear changes along the road between our corner and the next. By my estimate, many of those vehicles would be travelling in excess of 100kmh in that space.

Even at 70-100m from the road, we are awakened by this at all hours of the night, every weekend. In one case I recall, there was a regular run of speeding cars at approximately 10 minute intervals starting around 3:00 am—sounding suspiciously like a time trial.

We reasonably frequently drive south over Gebbies Pass and it is usually evident that vehicles have been performing doughnuts and burnouts on that road also. I have frequently heard that sort of activity on the Governors Bay Teddington Road at night.

Submission 4420

Lori Rankin
18 July 2017
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Shortly after we moved to Governors Bay, an article appeared in media¹, stating the locals concerns over similar issues. The police met with this a statement of their own, which suggested that they spent 4 nights there and found only locals speeding. I question whether they were there in the hours that I note as being when the problems are arising. However, I am not at all surprised that many locals were found speeding—the 50kmh limit is seldom observed, a fact we are very conscious of due to the unavoidably difficult location of our driveway entrance. Not to mention tailgating through the village.

Since living in Governors Bay (approximately 14 months, we have twice only seen or heard evidence of traffic enforcement in the valley. This seems to support the statement in the Stuff article from the police spokesman: “We cannot be everywhere and we cannot do everything at once . . . They are causing just as much harm over there [in Christchurch] as they are here, and they're more likely to kill themselves with what they're doing.”

A further statement is made in that article that seems illogical on re-reading: “The reason why they create so much disharmony over here is the same reason it's impossible to police them – the ground is so windy, it's hilly, there's lots of acceleration.” With respect to the police (who generally do a fine job under tough circumstances), a road that has no side exits cannot be the most challenging place to police from a traffic perspective.

What is wrong with your proposal:

If Summit Road is closed during the indicated times and no other action is taken, the activity will simply shift and it will most likely make the problem in Ohinetahi Valley considerably worse. Although there are few people walking on the road late at night, the disturbance will increase. That said, do those responsible for enforcement really intend to wait until someone is killed before acting on this? Do the City Council consider if this were to happen as a consequence of their action or inaction, that they might share some of the responsibility for that?

We believe that moving the problem on is not dealing with the real challenges that this presents. The issue is anti-social behaviour that is has not been dealt with promptly or appropriately and so has proliferated. This behaviour will not change so long as it is simply allowed to relocate and carry on as if nothing else has changed. The damage done to the road and environment will be identical, arguably worse in fact as more people will be directly affected and there is more potential for serious harm in residential areas.

What you might do instead:

We believe that, rather than turning a blind eye to the real issues, the City Council would be serving the ratepayers better if it would work with the police to achieve a genuine enforcement outcome to remove the problem from all of our roads, not just a short stretch of relatively

¹ “City 'held to ransom' by boy racers, small community fed up” Charlie Mitchell, Stuff, June 28 2016

Submission 4420

Lori Rankin
18 July 2017
Page 3

unpopulated road. If the police cannot stretch to some overtime and a manned police car at the times when the real problems occur, how about some speed cameras?

Conversely, it would be easy to be seen as NIMBYs, spoiling others' enjoyment. If there is a role for the City Council in public policy, this would seem to represent an opportunity to look for a better outcome for residents that also provides some outlet for those that need it.

If the people that are causing the issues are genuine car enthusiasts (as they frequently claim), work with them to find an alternative location for their interest, that is not impacting on others' enjoyment of their environment and safety. Those that fail to take advantage of such an opportunity would clearly be disingenuous in claiming to be interested in anything other than anti-social behaviour and should then be dealt with accordingly.

We would be happy to speak to this at a council meeting, if required and assuming timing is favourable.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'K & J Hare', written in a cursive style.

Kate and John Hare

Submission 4386



Submission 4128



Submission 3943



SQUID RINGS



Submission 3818



Submission 3818





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KNP565

Submission 3724



Submission 3721



Geoff Soper
PHOTOGRAPHY

