

Proposed slower speed limits in the central city – submissions received

Sub. ID	30k	Gateways	Comments	10km	Do you have any comments?	First name	Last name	Org
17656	No	No	<p>St Asaph Street is currently the main arterial route to the hospital from the east. This is exacerbated by the fact that you have also removed access from Moorhouse Avenue as part of previous roading changes. As a regular user of the hospital there is almost no foot traffic and very little cycling traffic and the majority of the businesses are car sales yards. There is no point in changing this to a 30K zone and this appears to be change for change sake. It does however have quite an impact on those visiting the hospital. Consider those unfortunate people travelling to the hospital in pain, doctors and on-call staff travelling for emergencies etc.</p> <p>I strongly object to this change.</p>	No		Deborah	Jones	
17659	Yes	Yes	I have children who will be at the Ao Tawhiti school when it opens and I think it will be much safer for them when they are walking to the school and at lunchtimes.	Yes		David	Hattam	
17660	Yes	Yes	With Ao Tawiti unlimited discovery school being built there, I support lower speed limits surrounding	Yes		Rachael	Graham	
17661	Yes	Yes	My child attends the new school. Reducing this section of road will slow the cars down and will therefore give them more time to respond to and greater opportunity to observe any children in this area. Thank you for taking action to create a safe space for my child.	Yes		barbara	williman	
17662	No	No	<p>The limit is not currently obeyed by most motorists. If I drive 30km/h down montreal for example, I feel out of place with other traffic becoming frustrated.</p> <p>You just have to stand outside of the Civic building on hereford st to notice that no one cares about the 30km/h speed limit.</p>	Yes				
17663	Yes	Yes		Yes		Katalin	Mikecz	
17666	Yes	Yes	<p>Parking must be enforced and monitored to ensure that lanes remain clear (many people can't park and protrude into the adjacent vehicle lane). Car yards should not be allowed to block lanes for deliveries.</p> <p>Signage needs to be clearer (gateways go some way towards correcting this).</p> <p>Bus operators need training so that they remain within their lanes when turning.</p> <p>CCC need to enforce the speed limits for them to be effective. Getting the Police and CCC staff to stick to 30km/h would be a good starting point!</p> <p>I am a car driver and a cyclist and use St Asaph Street on a daily basis.</p>	No	<p>10km/h is arguably unrealistically slow. 20km/h may be more appropriate?</p> <p>Again, enforcement of some kind is key here! Many arrogant drivers will deliberately speed in this zone just to prove a point!</p>	James	Jackson	
17667	No	No	<p>PLEASE DO NOT DO THIS!</p> <p>You will clog the city up so that the city become un-accessible.</p>	Yes	Is a small specialist area, but keep the area relative only to traffic around that building - not for blocks around	Mike	Morrison	

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			<p>It is already bad enough with narrowed roads and buses trying to navigate these area.</p> <p>Please restore the one way streets to allow ALL Traffic to flow and then make quiet narrower area in the centre core of the city as is done overseas.</p> <p>We are a small city centre that needs to be accessible up to where the car parks are located.</p> <p>By all means make the Square and Cashel High Street Malls no vehicle access but that should be sufficient for the relative size of our population for now and the foreseeable future</p>					
17670	No	No	<p>I sense that this is a reaction to make a really poor design for st asaph st safer. I can see merit in the 30kmph limit in the current configuration, but it is akin to driving a car slowly because it has bald tires. As a main thoroughfare through the city St Asaph st is fundamentally flawed, particularly between madras and Colombo. The lanes are narrow, the entrances dangerous and the layout confusing. All of this could be fixed simply. There are 3 services being delivered, parking, cycling and roads. Removing the kerbside parking, OR moving the cycle thoroughfare would make the route safer and easier to navigate, even at 50kmph. All of these things are needed, just not in the same space. How does a lower speed limit address lanes which are so narrow buses are not able to operate within them?</p>	Yes	sensible in such a pedestrian area in the health precinct.	mark	marshall	
17671	No	No	<p>The central city is ruined. As a young professional it is almost embarrassing to say I am from here because our central city is so barren and inaccessible. As a future business person I am having second thoughts starting a business here, the current road systems with the speed limits and all the cycle ways is embarrassing and makes getting around the city a nightmare. No.</p>	No	What is wrong with the current system, make the crossing time longer... Waste of money all of this.	Jason	Smith	
17672	No	No	<p>I am against this whilst the theory of this is well intention-ed it it creates a "squeeze" on using practically ie participating in the city and is a negative and is one of the substantive threads that is destroying the short and long term viability of the inner city in terms of feel good access use parking and traveling. Stop and go, pop into shops ie the restrictions in parking and traveling through. The narrowing of roads with street corners extended out in bends turned limits restricted takes more time and lane use/directions limited. Traffic lights having shorter periods to access ie a bus or more than for or five vehicles and lights change. I am now using the inner city less because of all these 30km restrictions. The problems with cycle way beams creates more hazards and stops a pleasant inviting user friendly street environment. Have the Council individually asked each business affected and noted response ie personally other than through a submission process. The Consultation is NOT authentic and this Council now needs to go to an electronic referendum model to be current and insure access.</p>	No	It works fine as it is	Steve	Raukawa	

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			Just like the Council elections more people that are eligible to vote don't so more people don't vote for you than do so representatively the Council doesn't truly represent.					
17673	Yes	Yes		Yes		James	Foote	
17674	No	No		No		David	van Schreven	
17675	Yes	Yes		Yes		Matt	Hanson	
17677	Yes	Yes	Need to look at making more areas 30km/h too	Yes		Scott	Wasley	
17678	Yes	Yes		Yes		Terra	Dumont	
17679	No	No	Ridiculous , this only causes congestion. How do propose we encourage people back into the city with so many restrictions.? We are not cyclists. The reduction in speeds does not correlate to safer streets	No		Lisa	Cowap	
17680	No	No	This is madness. This is the only oneway system travelling east/west across the city. It is not a destination, it is a thoroughfare. If you hadn't screwed it up completely with the bizarre bike lane/parking configuration, and narrowed the lanes ridiculously, then you wouldn't even be considering this. Just stop.	No		Mike	Hickford	
17681	No	No	You've already made travelling through the cbd ridiculous already now you want to make it worse? When are you gonna start doing your jobs and listen to the people.	No	Really? The person who suggested this needs to be fired ASAP!	Kristin	Muirhead	
17682	Yes	Yes		Yes		Claire	Cameron	Ao Tawhiti Unlimited Discovery
17683	No	No		Yes		Nick	Dwan	
17684	No	No		No		Deborah	Chen-Green	
17685	Yes	Yes		Yes	I strongly support this idea, safety for all users in this area is critical and the reduced speed limit makes perfect sense with the way this area will set up once completed.	James	Dryden	
17686	No	No	This 30 km speed zone proposal (and the existing 30 km zones) will (along with the cycle lanes and new central city road layouts) make the central city extremely difficult and unsafe for motorists to navigate. This traffic management madness has all but destroyed vehicle access to the heart of the city. They make the roads less user friendly and more dangerous for anyone (including pedestrians) foolish enough to want to visit the inner city. The earthquake did not ruin Christchurch, but these ill thought out traffic management measures certainly have!	No	See above.	Brett	Martin	
17687	No	No	This will further frustrate and alienate Christchurch residents who already perceive the ridiculous infrastructure changes as more hindrance than help. It's completely unnecessary given that there are more than adequate existing footpaths and traffic light controlled junctions. Maybe you should illustrate the number of pedestrian / vehicle accidents in these areas before trying to get again fix something that isn't broken.  In pushing more traffic out of the centre you put more pressure on alternate routes and discourage retail visits... something which the city desperately needs to reintroduce to the area not penalise.	No	There is plenty of controlled junctions that allow pedestrians to use the roads sensibly and safely without slowing traffic further and therefore encouraging reckless behaviour from pedestrians thinking they can beat the slower vehicles	Rosanne	Huxham	

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17689	Yes	Yes	I believe reducing the speed will benefit pedestrians cyclists and drivers. It gives drivers more reaction time especially when changes have been made to roads and routes.  With AoTawhit Unlimited Discovery School returning to the CBD, safety of children on paths, roads and accessing the school, bus exchange and other facilities should be considered.	Yes	Increased pedestrian safety. Great plan.	Christine	Mahon	
17690	No	No	Stop these ridiculous ideas and stop paying ridiculous amount of money to transportation consultants for these ridiculous ideas. You are not supposed to use our money like this. The reduced speed is more dangerous to the road users because it is way too slow and the pedestrians have the false assumptions that the roads are safe. Look at how many people drive above the speed limit. This is ridiculous.	No	Same reason as above. This is providing a false sense of safety to the pedestrians and this is actually more dangerous.	Jeremy	Chang	
17691	Yes	Yes	The 30km/h areas of Christchurch are already seeing improvements in foot traffic and cycle safety. I wholly support the extension of these benefits to other areas of the city.	Yes		Douglas	Horrell	
17692	No	No	you and done so much damage to the CBD already. please stop before it is to late. we have sold our chch property because of things like this.	No	why have a road if it is this speed. a reduced speed limit will just give the police more revenue. the city is hard enough to get around especially by the hospital. don't make it harder.	lytton	Volante	
17688	No	No	Please get rid of the existing 30k limit in the city. It's unnecessary and leads to the frustration of many motorists. It has no benefits unless you are a cyclist (I am a cyclist and car user). I cannot express how opposed to this idea of the extension. Don't do it.....PLEASE	No		Fiona	Penney	
17693	No	No	There is no logical reason to extend the 30 km zone. This only serves to confuse motorists and tourists who drive on these roads.	Yes	Makes sense to do this with the existing 10km speed limited. You're only adding the corner on which is heavy with foot traffic.	Rob	Hohgh	
17694	No	No		No		Jacqui	Hudson	
17695	No	No	I feel like everything the current council is trying to do is ruin small businesses and drive away customers from the central city, there's no point even going into the CBD anymore as you've got no parking and more bus and cycle lanes than anyone needs	No		Rory	Keen	
17697	No	No	CCC is making the whole CDB area far too difficult to navigate, seriously this is getting beyond what anyone would have envisaged. Having attended for hours the have a say days post EQ with the peoples input to the vision, it was not the intention of people that I spoke with there, that the city would be brought to a crawling halt and so vehicle (car/truck/courier/taxi/bus/emergency services) unfriendly as it is becoming already.  It is not JUST for cyclists and pedestrians, it is to be a working central area.  I have travelled extensively globally, yes there can be great pedestrian only areas, even more useful are shared pathways for cycles and pedestrians and surfaces can be used to easily indicate go slow ( e.g. past the hospital) with rumble to ensure slower speeds.	Yes	In a very limited capacity, in a very minimal area, however 20kmh would suffice. .	Paula	Le Compte	

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			<p>We missed the chance to widen some streets, which could have allowed reverse in angle parking, or middle of road under tree shelter parking that greatly enhance some CBD areas, Mackay and Rockhampton in Queensland for example have successful wide pavement with outdoor balcony covered path seating, combined with traffic flow with both reverse angle parking and middle of the road, turning bays, seating areas etc - all incorporated without the need for a separate cycle lane - all the forms of traffic flowing smoothly together.</p> <p>However everything needs to be in balance.</p> <p>Please take a slow walk thru some areas of the CBD looking with a visitor to the city eyes - it is a battlefield of signage. You will find that there are already so many different signs trying to convey what is happening in the area, these are in relation to speed, cyclists, parking, no parking, parking duration, lanes, one ways, turn or no turn, traffic lights etc that it has become a nightmare that can only be summed up as a confusing maze and that is for a local, imagine how the visitor feels. In some short strips of a few meets there can be literally more than 10 signs, this is over whelming.</p> <p>KISS - keep it simple stupid comes to mind, the city planners have just gone way overtop. Some of it with the best of intention but obviously in some portions it would have been more economical and appropriate to have used simple clearways, to develop dual use wide paths and to have kept streets a reasonable width.</p> <p>Cars will remain a huge part of transport, they will change from fuel to electric in the future, they are not going to disappear as a few extremist planners seem to wish.</p> <p>Don't make the CBD any more vehicle unfriendly than it has been to date. We have families, disabled, elderly, multi destination trips in a day that need to allow vehicles in and around the CDB area, keep it flowing not crawling, recognising that everyone has a purpose and a need to be in there for shops, entertainment, Courts, Hospital, tourism, Hagley, restaurants and nightclubs. It's supposed to be the heart of the city, don't strangle it!</p>					
17698	Yes	Yes		Yes		Susan	Adams	
17699	Yes	Yes	I cross the section of St Asaph St between Madras & Manchester Streets daily, and reducing the speed limit will make doing so feel much safer.	Yes		Luke	McFarlane	
17700	Yes	No	The current 30k areas are working exceptionally well. Traffic flows well on the one way sections, and cyclists and motor vehicles are travelling at similar speeds. Driving in them is a pleasant experience.	Yes		Michael	Greenslade	
17701	Yes	Yes	Something needs to be done to enforce these limits. It's no good putting up 30 signs if people carry on driving at 50 with no consequences	Yes		Ian	Chesterman	

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17702	Yes	Yes	St Asaph Street is way too narrow now and has way too many busses for a 50km/h limit. By the way I like street art, so could you let me know the location of the Hagley Community Collage so I can go and admire it?	Yes	No way should anyone be going any quicker. I'll be walking around there and I don't want to get run over.	Richard	Derham	
17703	No	No		No		Euan	Gutteridge	
17704	No	No	I think it is really stupid having 30 Km/p. You are trying to get people into the city and this is not going to help	No		Wendy	Wilson-anderson	
17705	Yes	Yes		Yes		Justin	Rogers	
17706	No	No		No		Christopher	Ferguson	
17707	No	No		No		Tracey	Croton	
17708	No	No	The current speed limit is safe enough, that's why it was put in place. Slowing to it further, I believe, will make it very difficult to travel around the CBD by vehicle and traffic will become a major problem. This may deter people from visiting the centre city.	No		Jacob	Barefoot	
17710	No	No		No		Matthew	Simmonds	
17711	No	No	The current zone already makes getting around the city difficult. It's easier to just stay away. Extending it would be a mistake.	No		Amy	Davies	
17712	No	No	No one likes the 30km zones we have now and it seems that no-one really adheres to them anyway so it is best to revert back to 50km and not touch the streets at all.	No		Adele	Childs	Countrywide Property Trust
17713	No	No	As a life long citizen of Chch I find the CBD dreadfully confusing, please keep things as much as possible as they were - there have been enough changes! Parking is equally dreadful and expensive!	No		Rachael	Heart	
17714	Yes	Yes	I think that the proposed 30 km/h on Hagley Avenue should be extended until just before Moorhouse Avenue. Vehicles are reversing out of angled spaces in this section and I believe it would be safer if the lower speed limit covered this area. The environment naturally supports a 30km/h speed limit as parking demand is high thus no further infrastructure would be required to support the change (beyond speed limit signage).	Yes		Bridget	Southey-Jensen	
17715	No	No		No	Close the road but 10km an hour is absurd	Lynn	Sessa	
17716	No	No	I am an Uber Driver which delivers and drives mostly around in the city center this would be quite a increase in times to get to places. I think the 50/km zones are completely fine as they are.  As it is people are and I will say illegally driving 30/km down St Asaph on a daily basis. I understand and can see that the lights down this street are set to change and have a flow of people driving at 30/km but I think it needs to stay at 50/km and needs to have more signage to let people know that it is not a 30/km zone.	Yes	I don't use these roads much but I think if it is an issues with crashes happening and stuff like that they yes put this in, but if you are just changing the speed for the sake of changing it or just incase someone crashes someday then that is ridiculous. (Why not just make every bike and never use a car due to the possibility of crashing someday).	Alex	Amohanga-Wilson	
17717	No	No	How about you fix the roads elsewhere in Christchurch and stop the trucks rumbling through residential areas disturbing our peace and quiet,,,,shaking our houses to bits...they should be using the BYPASS put in for them	No	How about you fix the roads elsewhere in Christchurch and stop the trucks rumbling through residential areas  disturbing our peace and quiet....shaking our housesthey should be using the BYPASS put in for them	Jude	Brown	
17718	No	No	30km/h zone has only created traffic jams and more air pollution as you can only drive the car with the second gear!	No	What's next? Everybody walks??	Thomas	Chang	

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17719	No	No	particularly on riccarton and hagley aves, this makes no sense. all this will achieve is negative publicity for the council since nobody will abide by these limits in practice anyway.	No		Alexandra	Adank	
17720	Yes	Yes	I think Welles Street should also be included in the proposed extension and also a project added to beautify the street to reflect the changing use for this street	Yes		Jono	Boyce	
17721	Yes	Yes		Yes		Chris	Morahan	
17722	No	No	We should have a proper city centre with all construction work completed before considering this speed limit. It is just adding traffic jam to peak hours.	No		Stella	Lee	
17723	No	No	No need for it bring back common sense and people will be safe	No	Ridiculous!	Kate	Bontemps	
17725	Yes	Yes		Yes		Ross	Mackintosh	
17726	Yes	Yes	Great idea	Yes	Another great idea	John	Pickles	
17727	Yes	Yes	This is absolutely necessary to produce a central city welcoming to pedestrian shoppers	Yes		Greg	Vodok	
17728	No	No	30km/h zone is big enough now, stop extending this zone and make travelling through city center even bigger nightmare. I was driving into city center almost daily before earthquake and it was ok. Now I'm trying to avoid driving in and anytime when I have to during peak hours its stressful.	No	30km/h is already slow and safe enough, there is no need for another traffic issues in the area	Marek	Sebesta	
17729	No	No		No		Harry	Davies	
17731	No	No	What happens when it's late at night? Do you still drive at 30k?  What is a better idea is to have digital signs that change from 30k to 50k. During reasonable hours e.g. 7am-6pm it's 30k and then it's 50k for the rest of the time. This would solve the main issue of when the road is empty and you are stuck going 30k.	No	What's the point ? How will it be managed? 30k would be acceptable, but 10k is a silly idea. Have proper parking outside that's a timed pick up zone. Will this be enforced for cyclists or are they exempt to the road code?	Robert	Gilder	
17733	No	No	Worst idea ever.	No	Horrible idea.	Lena	Rodnyanskiy	
17734	Yes	Yes	Definitely have a lower speed zone around Ao Tawhiti unlimited Discover school	Yes	There are so many people coming in and out of there it will be good to keep them safe	Sharon	Ross	
17735	No	No	You have to be kidding !!! The traffic already crawls along making everyone's journey much longer. In built up areas the traffic naturally slows down - we don't need more rules - most people use common sense and drive to the speed it is safe to do so. We may as well go back to horse and carts!	Yes	Outside a hospital makes sense to impose a lower speed limit.	Pam	Webber	
17736	Yes	Yes	These areas are used by people of mixed transport method, ie, walking and cycling in addition to motoring. To be safe for all the suggested speed reductions are sensible	Yes	High pedestrian traffic area, plus the demographic visiting the hospital includes many old and/or frail	Josie	Boland	
17737	No	No	OMG the speed limit of 30km now is a huge joke. Nobody obeys it, including CCC cars/trucks and police. If you do cars just overtake as soon as they can often accompanied by interesting hand/finger gestures.  Who dreamed up the reduced speed limit in the first place???	No		Wendy	Mann	
17739	No	No		No		Edwin	Hollands	CDHB
17740	No	No	Driving is already very difficult around Christchurch city, extending the 30 km/hr speed limit will only make driving more difficult and further reduce travel in to Christchurch central city	No	No reduction in speed should be necessary if roads and parking are designed properly.	Bruce	Hastie	Canterbury DHB

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17741	No	No	No need for this just going to stop the flow of traffic, worse at peck hours there is no need for it.	No	This is going to stop the flow of traffic. Worse at peck hours, there is no need for it.	Denise	Olley	
17742	No	No	Please stop slowing traffic outside the core CBD	Yes		Bevan	Small	
17743	No	No		No		Shane	Doig	
17744	No	No		No		Angelique	Bott	
17745	No	No	30 km/hr is too slow. If a 40km/hr speed limit is acceptable outside schools it should be acceptable in the city confines.	No		Derek	Scott	
17746	Yes	Yes		Yes		Kathleen	Johns	
17747	Yes	Yes	The narrower lanes on St Asaph St need a reduced speed limit.	Yes	This will tie everything together and is a pragmatic location.	Bruce	Steven	
17748	Yes	Yes	I think dropping the speed to 30km an hour is a good idea as it will add maybe not even a few seconds of extra travel time, but will make it safer for everyone on and around the roads.  I think the gateways are a good idea, as it will make motorists more aware of the speed change. And I think more gateways should be created for example at the top of Durham street north 30km zone change, as I notice a lot of people don't slow down until they hit the traffic lights at Armagh	Yes	This is a good idea as it will make it a more relaxed and safer area for the many pedestrians in the area.	dave	gardner	
17750	Yes	Yes	If the 30 km an hour is not enforced then its not followed. I walk to work each day and very few if any cars follow the restrictions including police vehicles.  In addition if there is shared footpaths with bicycles are they only to be cycling 10km an hour. With patients walking to and from outpatients just a "wiff" of a bike riding fast behind an elderly person is enough to make them start and fall over.	Yes	see above	Janette	Dallas	CDHB
17749	No	No	It is bad enough as it is. The roads are too narrow especially when buses and oversized cars and vehicles travel along it. Cars are a great way to get around if you are slightly disabled e.g. have arthritis and those with multiple sclerosis, very elderly and for longer trips outside of town. It is time the council woke up and realised that cars are just as important as other forms of transport especially for those who do not have a proper bus route close. Also these are routes I drive through regularly and would make me very annoyed at having to drive so slowly that my car would stall. It is hard to control the car now to keep to the ridiculous speed we are expected to adhere to. I also are annoyed that because I do not have a personal email address I have been forced to use my work one. Please note that some people do not have email as it may be too expensive to run for them.	No	Too much PC and idiotic changes being made. The sooner this Government is dead in the water things might get back to sensibility.	Kathleen	Sherlock	N/A
17751	No	No	You do not police the ones you have now. The police even do 50 in them.	No	Again when will it ever be policed. Made a speed trap for your coffers.	Julie	Williams	



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17752	Yes	Yes	Council should not wimp out this time over makong St Asaph Street 30 kmph.	Yes		Alister	Bennett	
17753	Yes	Yes	Great idea for safety	Yes	10km may be a little slow, maybe 15km could be considered but I do support it regardless as a measure of appropriate safety.	Rachael	Jensen	
17754	Yes	Yes	AS A CYCLIST I FIND THE 30KM PROVIDES ME WITH A LOT MORE TIME TO GET ACROSS CROSSING AND I FEEL MORE COMFORTABLE BIKING IN CITY.	Yes		Dennis	Preston	ccc
17755	Yes		The traffic lights were already set to suit 30kmh and it seemed to work	No	Most car speedometers don't read that low	Nick	James	
17756	No	No	I don't see there being enough benefits to make this a requirement. St Asaph st is already a slow street due to the narrowing, and I don't see how enforcing 30 km will improve that. I also think there are not enough 50 km streets heading south west so to me this doesn't make sense. We need to have some areas of traffic flow .	Yes	This makes sense!	sandra	heemi	
17757	No	No	There are enough slow zones in our City as it stands & this does not make it user friendly to visit. Manchester St is particularly painful very slow lights for non existent cyclists not at all user friendly to turn into streets either	Yes	This is key around a very busy hospital area with pedestrians & crazy cyclists	Deb	Hamilton	
17759	No	No		No		Hellen	Walker	
17760	No	No	You have already ruined the infrastructure of our city, making the Centre un usable and dangerous for all people, if they're in a car or on bike it makes no difference.  This would only further increase congestion by slowing down traffic, and make it more dangerous for pedestrians as they will now have to dodge even more vehicles to try and get places in town.  Please for ONCE listen to the people of your city and stop with these bloody ego projects the council has become so fond of. You have taken Christchurch back 50 years, we look like a soviet factory town now.	No	Will make it more dangerous for people to access the hospital. This will not make things safer but will keep the hospital surrounded by a gridlock all day long.	Jacob	Dawson	
17761	Yes	Yes		Yes		Jon	Farquhar	
17763	No	No	This will only make people avoid the central city even more. Please don't extend the 30km/h speed zone.	Yes		Josiah	Beach	
17764	Yes	Yes		No	Silly idea 10km most cars don't cope doing 10km why not make it as a predetrans only no traffic at all.	Annmarie	Bradford	
17765	No	No	Lowering speed limits does nothing for pedestrian or cycle safety. Education does.	No	Christchurch city council obviously does not want people in the city. I do not go into the central city now with the parking and speed restrictions.	Deborah	McCallum	
17766	No	No	Safety is a consideration but so is the use of the road by the majority paying for it. Change the layout of the footpaths to be safer instead.	No	No change it to 30km only directly outside.	John	Davies	
17767	Yes	Yes	Once Ao Tawhiti is up and running next year, the school will have very young children, so it would be great to have that area slowed down. The other areas also make asense.	Yes		Sara	Quartly	
17768	No	No		No		John	Pettersen	

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17769	No	No	As for the discovery school area normal schools are at 40km which is enough. We don't need more frustrating areas for people to travel through. People need common sense around all areas when driving.	No		Kylie	Jay	
17770	No	No	The 30km speed zones are absolutely ridiculous put them back to 50km	No		Rae	.	
17771	Yes	Yes	I have found when driving with the existing 30km/h zones I was often unsure if I was in one, I would imagine the gateways would rectify this confusion.	Yes		Steve	Arker	
17772	No	No	30 is too slow, there is adequate traffic calming systems in place with all the lights and one way systems. the cbd is abysmal to drive around - if anything the way to go would be to ban all private traffic and implement a council bus/tram service to run in the cbd, at a reasonable cost - less vehicles, carrying more people better for the environment.	Yes	yes, but how are you going to make allowances for emergency vehicles who cannot potter along at 10k's when a patient's life depends on them getting into the ER stat?.	joy	hartley-anderson	Mrs
17773	No	No	This will severely hamper access to the hospital from the north and east of the city.  The council should investigate making Tuam street one-way westbound from Durham Street South to Riccarton Ave, or instead make Oxford Terrace one-way westbound from Durham Street South to Riccarton Ave at 30 km/h. Unless one of these two changes is made then St. Asaph must remain 50 km/h with two lanes one-way westbound.	Yes		David	Heffernan	
17774	No	No	The 30km zones are pointless. When traffic is heavy you can't generally go faster anyway and when it's lighter there's no need to go so slow. It should be left at 50kms	No	That's literally twice the speed the average person walks at. It would be faster to get out and jog.	Gareth	Simpson	
17775	Yes	Yes		Yes		Dave	Hedley	
17776	No	No	The current 30 km/h speed restrictions do not work. The reduced speed impacts negatively on traffic flow through the CBD. This is a main arterial route towards the hospital - speed should not be reduced.	No	The planned road changes have already ruined access and parking in the vicinity of the hospital.	Tina	Bailey	
17777	Yes	Yes		Yes		Teresa	Whiteside	
17778	No	No	I don't believe that this is a good idea or positive for Chch city.	No		Chris	Burke	
17779	Yes	Yes		Yes		Joseph	Corbett-Davies	
17780	No	No	30kmph is simply unreasonable. 40kmph would still give the needed change in pace without making it so unreasonable.	No	10kmph is simply unreasonable. 30kmph would still give the needed change in pace without making it so unreasonable. 10kmph is insanely slow, people will just get road rage.	Sam	Butcher	
17781	No	No	They are quite fine as they are. It works and extending the zone runs the risk of causing more feelings of disdain towards the council	No	10 kmph is unreasonably slow for a vehicle. Leaving it at 30 kmph will ensure people at least stay under 50 kmph. 10 kmph will only discourage drivers in the city and by enforcing this speed limit it gives the impression that is precisely what you are tiring to achieve.	Tyler	Brailey	
17782	No	No	How about change the city centre speed limit to 50km. Stupid idea of having 30km	No		James	Chen	

Sub. ID	30k	Gateways	Comments	10km	Do you have any comments?	First name	Last name	Org
17783	Yes	Yes		Yes		Niki	Maritz	
17784	Yes	Yes		Yes		Emilie	Herruel	
17785	Yes	Yes	Need to be bold and visual and consistent. Threshold design may need think outside of box, eg markings, texture, flags over road, change in lighting, as just a few thoughts.	Yes	Shared zones are great but suffer from lack of clarity, parking enforcement esp in evenings, lack of lighting and need to look and feel like paths, not roads.	Grace	Ryan	
17787	Yes	Yes	I have witnessed an Intercity bus go through a red light outside the hospital which I a very busy crossing. Moving the threshold to before the hospital is a good idea.	Yes		Neil	Bennett	
17788	Yes	Yes		Yes		Rick	Houghton	
17789	No	No	It's obvious you don't want people driving cars. You will stop people wanting to come into the city at all if you do this!	No	This is much too slow!	Gen	Marshall	
17790	No	No		No	We need more car parks at the hospital...speed money on This!	Amie	Turner	
17791	No	No		No	Far too slow!	Ben	Webb	
17793	Yes	Yes	I think this is a good move. Cars don't need to be going fast through the city. It's not a thoroughfare like Morehouse/bealey. City centres should be mostly for cycles and walking.	Yes		Blake	Quartly	
17794	No	No	We think you are annoying doing this to our city. It is really too slow.  Noone wants to have this limit in the city.	No		Maree	Morse	
17795	No	No	Remove all of the 30km/h speed limits, I don't know anyone who thinks it's a good idea	No	It's a road not the carpark. There's crossings there if they want to get to the park.	Matthew	Bolt	
17796	No	No	The slow zone in the city is awful. No one adheres to it as it's just far too slow. I have not heard a single person who thinks the current set up has improved any aspect of living/travelling in the city. So no, I do not think the area should be increased, if anything the current 30km zone should be raised.	No		Stuart	Buchan	
17797	Yes	Yes	Make the whole of the central city 30kms. It's so much better for pedestrians and cyclists. Car drivers also park their cars and then become pedestrians so it's better all round.	Yes	Excellent. It's very congested around the hospital with taxis, buses, cars, pedestrians and cyclists all in a very small space.	Georgi	Lynch	
17798	No	No		No		Sharon	Peters	
17799	No	No	I was a member of a focus group prior to the introduction of the 30km speed limit. No one was in favour yet the council still went ahead. This request for feedback is just a sham and will not be taken any notice of by an out of touch organization.	No		Dave	Bell	
17800	No	No	Pure and utter rubbish. You the council are killing residents desire to return to the city. I'm a cyclist and I also think the cycle ways are an overkill. Certain roads have been ruined to reduce speed is just plain crazy .	No	Why?? There appears in my 40 plus years in chch to not have been an issue but now we have an overzealous council that are pandering to the one percent and not listening to the 80 percent that are apposed to your decisions.	Mathew	Junge	
17801	No	No	I see little merit in this proposal. The 30 km/h limits are hardly honoured. This proposal seems to appeal more to urban planners than it does to the general public whether they travel on foot or by car.	No	The roading changes in this area over the past few years have made this an effective no-go area for the majority of the city's automobile drivers so, one one hand I don't care about the reduction to 10km/h; on the other hand I doubt anyone will be able to drive as slow as 10 km/h so this seems a foolish proposal.	Gordon	Milne	

Sub. ID	30k	Gateways	Comments	10km	Do you have any comments?	First name	Last name	Org
17802	Yes	No	I can't understand why you don't extend this speed all the way through to Moorhouse Avenue and Bealey.  I also believe that with the proposed three lanes on Madras and Barbados Street that these should also be able to be reduced to 30 km until they connect to Cranford Street to enable the community of St Albans to still be a safe place to live.	No	People in Christchurch find it hard enough going at 30 km outside schools and I think that 10km could work only if it is a lane separate to the road.	Meredyth	Anderson	n/a
17803	No	No		No		Craig	Ashby	
17804	No	No	Stop making things worse!! The council has bugged up the inner city with the new road layout and cycle lanes.  You have killed the inner city, the suburban mall owners will be loving it.	No	There is no point creating a limit that people will ignore and the police won't enforce.	Brian	Hill	
17805	No	No	Get rid of the 30km limit in the rest of the cbd	No		Brent	Ford	
17806	No	No	You are ruining our city, how are you going to stop the cyclist from going over 30km! O that's right it's fine for them.  I don't want to go to town anymore you have made it a mess.	No	For people who have there kids on the other side of town for school you are making it very difficult to get to the other side of town.  We come down Selwyn st onto Hagley ave onto Riccarton ave we would have to leave home a extra 15 mins alter the speed limit, then people would stop going this way then the other roads would be congested very bad idea ch ch city council. For once listen to the ch ch residents instead on the cyclists.	Rachael	Graham	
17807	Yes	Yes	The existing 30 km/hr zones have been effective in providing a much nicer pedestrian environment and reflect a realistic speed for these streets. Better gateways are certainly needed as it is too easy to miss these and not realise you are in a 30 km/hr zone.	Yes	A slow speed is essential in this stretch of road given the proximity to the hospital.	Andrew	Jefferson	
17808	Yes	Yes		Yes		Tori	Wilby	Private House
17809	No	No	I do not think it is necessary to extend the 30km/h zone. The speed limit zone that currently exists is annoying and frustrating so extending it will not solve anything. I do not see it improving road safety at all. If the Council is so worried about traffic safety, it should not have allowed a sports facility to be built so close to the hospital.	No	I cannot even believe this is being proposed. I could walk faster!!! If you believe it is absolutely necessary to reduce the speed limit, then 30km/h is sufficient.	Cheryl	McNickel	
17810	No	No	There are already too many streets with 30k limits, some are not necessary, such as Montreal Street. Leave all /change back the one way streets to 50k. Around the Hospital and Sport Stadiums ok for SHORT areas to 30 but please NO, absolutely NO areas to 10k!!	No	30 km is sufficient	Rosemary	Hall	
17812	No	No	People are driving around the city instead of through it with the 30km speed limit. This effects all businesses and more will close. if we don't have a thriving city centre we become a joke on the world stage.	No		Marisa	Polaschek	
17813	No	No	The 30km/h zone within the inner city has actually encouraged people to jaywalk.	Yes	10km/h around the hospital grounds is very understandable and, since it is already 10km/h through the front entrances, it makes sense to extend it around the hospital grounds. Extending past that is overkill though.	Cliff	Hairston	

Sub. ID	30k	Gateways	Comments	10km	Do you have any comments?	First name	Last name	Org
17815	No	No	Why would people want to come into the CBD? The roads have all been reduced to accommodate our so called cyclist population (yet I'm yet to see these bustling with cyclists) now all speeds are proposed to being reduced. The council is regarding the growth of the cbd, people simply won't come. Not everyone wants to use public transport to get in!!  Time council sit back and listen!	No	It's not even 10km outside a school!!!!	Cherry	Clark	
17816	Yes	Yes	With the school (Ao tawhiti Unlimited discovery) in this zone I think it is important to lower the speed limit. The gateways will make it more obvious that the speed limit is changing too.	No	10kms seems a wee bit too slow.	Nadine	Walmisley	
17818	Yes	Yes	Schools should be 30ks as well.	Yes		Karen	Whitla	
17819	Yes	Yes	The 30km/h speed limit had made central Christchurch a much pleasanter place to be. Please extend it to the rest of the city.	Yes		Peter	Graham	
17820	No	No	No, these streets already travel this slow due to congestion and traffic lights.	No	Areas around schools in BNE are no slower than 30km/h and I believe this should be the slowest speed limit in our city. The speed limit in my carpark is 15km/h which is higher than this proposed speed. I highly disagree with this change.	Kala	Shaw	
17821	No	No		No	30km limit outside Christchurch hospital is adequate without resulting in as much congestion and creates a safe environment for pedestrians	Lisa	Napier	
17822	No	No	These limits are a waste of time and resources	No		Tom	Napier	
17823	No	No	This is a waste of time why change something that works  And just beware you local body election are next year so I would leave it alone  As people don't listen any way so no point  And doing this is going make it harder to get Around just so you know grow up and think about it leave the speed limit alone  And do something more productive that touch the speed limit .	No		David	Bryant	
17824	No	No	Just stop this you dicks	No	Why	Tony	Grose	
17825	No	No	These changes will be incredibly frustrating with the traffic light syncing. It will deter me from going into town at all.	No	10km is not a realistic speed. You would be better to exclude traffic. These areas were supposed to aide in movinb traffic across town. Me thinks this aides in preventing anyone travelling anywhere except irritating those who work at the hospital or visitors looking for a park	Sarah	Saxton	
17827	No	No		No		Karen	Cartmell	
17828	Yes	Yes	I support the extension of the zone. I want there to be enforcement of the existing speed limits and red lights	Yes		Wayne	Phillips	
17829	No	No	One way systems should not reduce efficiency of traffic flow, which is occurring with the current 30km speed limit already. If there is data showing incidents of traffic/pedestrian injuries that can support these moves, I would reconsider my thinking, however it	Yes	There is logic in this decision as vulnerable people are likely to be walking around here.	Stacey	Harris	

Sub. ID	30k	Gateways	Comments	10km	Do you have any comments?	First name	Last name	Org
			seems to be lawmaking based on potentials rather than actual (widely known about) events. Based on this logic, we may as well all be arrested for potentially breaking the law. Spend money on actual useful things that help people truly have a better quality of life rather than wasting resources on this!					
17830	No	No		No		Shirley	Stephenson	
17831	Yes	No	Instead of drip-feeding, why does not council consider making the entire CBD a 30 k zone? All streets and lanes within the 4 avenues. Doing it ONCE will save lots of money on repetitive consultations, meetings, sign changes, confusion as to which is 30 and which is 50.  Just do it all at once!			Shirish	Paranjape	
17832	No	No		No		Lydia	Donaldson	
17833	No	No		No		James	Lever	
17834	No	No	All the slow zone does is make it harder to get in to the city.	No		Gwyneth	Carson	
17835	Yes	Yes	A logical proposal with little impact on driving times but considerable benefits to pedestrian and cyclist safety. Please ensure that any traffic calming build-outs have cyclist bypass options as otherwise it forces cyclists into traffic and puts them at risk. Narrowing the vehicle lanes with painted lines only are not really acceptable - cars will ignore them and continue straight - if this solution chosen, additional segregation preferred (rumble strip/low plastic separator)	Yes		Julien	Gutknecht	
17836	No	No	Stop slowing everything down	No	That's just plain dumb	Aubrey	Walker	
17837	Yes	Yes	St Asaph lights are already synced to 30kph and works well. I use it daily. Bike lanes do not work though and when cycling I avoid the roads with bike lanes. Total waste of money when cycles are doing the same speed as cars, and an inconvenience to everyone. Actually as a cyclist I find the lanes more dangerous than a road	No		Jeremy	Kelkeher	
17838	No	No		No		Luke	Williams	
17839	No	No	There is a need for medical staff to get to the hospital to deliver care and patients to receive care - they are not always in ambulances.  The lack of responsive light changes at light traffic times has to improve.  When will the roadworks around hospital Tuam street be finished- the slow pace is appalling and dangerous.	Yes		N	A	
17840	No	No	Put the speed limit on the one ways back up to 50. Narrow the footpaths back to what they where, and Re widen the road, as the driveable sections of road are now dangerously narrow!	Yes		Kim	Mehlhoft	
17841	No	No	Saying No! not exactly maybe around Colombo street ?? other than that I can't see the point! I reckon if there is a need to slow down traffic make sense otherwise became city center will suffer local visitor! cheers.	Yes	Cheaper parking can be nice! Maybe charging same small tax city center shopowners! compensate for parking cost! This can be a vitalizing effect on businesses. A free shuttle was nice. hoping came back again? cheers.	suleyman	sekman	toryo house ltd
17842	Yes			No		Arun	Natarajan	

Sub. ID	30k	Gateways	Comments	10km	Do you have any comments?	First name	Last name	Org
17843	No	Yes	bringing the restriction of 30kmh's an hour down St Asaph Street will achieve nothing certainly it might calm motorists down but it will restrict buses time keeping on their already tight timetables this will create a slower journey for a bus to Colombo Street (Blue Line and the 28 Services) then for further routes going to the Hospital... if this is the case then might as well scrap the express services to Rolleston , Lincoln	No	This will slow buses down even more with other parts of the 30kmh zone already doing this time keeping for buses will go out the window.. and that will force even less passengers to travel on the so called looser cruiser	Nick	Stoneman	Bus Go Canterbury
17844	No	No		No		Robin	van Rooyen	
17845	No	No	You are killing the central city by deterring people wanting to come in to it.	Yes		Paul	Raudsepp	Raudsepp
17846	Yes	Yes		Yes		Graeme	Anderson	
17847	Yes	Yes		Yes		Tim	Huber	
17848	No	No	I live in Nth Canterbury, but travel to Christchurch Hospital for work every week day.  The reduced speeds are rubbish, they are not adhered to, you get cars doing everything from 30 to 55 kph, which causes it's own problems and anger, the risk of accident is actually increased. I have observed increased red-light running in the 30k zones as people get angry.  In addition there is a section of shared pedestrian/cycle path on St Asaph St, between Antigua and Hagley, twice this week, I have almost been taken out by a cyclist/scooter where it narrows, and that's at 6.15am!!  You're making it more unattractive by the day to travel to the city, how about you actually take on board the comments of all the users, not just ECAN!!	Yes	This I do agree with, having watched the carpark outside of the Eye Outpatients for many years, patients attending clinics are already compromised and should be able to be safe.	Sara	Raudsepp	
17849	No	No	The current 30kph areas have failed, no one does 30kph and there is no enforcement of it. I believe the one way system was designed as an efficient way to travel through the city, this is doing the complete opposite. I avoid central city where I can due to these ridiculous speed limits, and further reductions will see any non essential travel into this area even more.	No	10kph, this is the most daft suggestion I have ever heard! Modern cars have much better brakes and stop better, i do not understand why speed limits are continually falling. Try enforcing the current speed limits and stop wasting money on ridiculous ideas like this!	Anthony	Holliday	
17850	No	No	I just don't understand why you are encouraging people to avoid the centre of the city with this 30km zone. The one way streets are supposed to be thoroughfares. But are now too slow - so I don't take them - so I don't go near the central city.	No	10kmh??? Really ?? Are there that many lame and injured people walking out of the hospital that we need a speed limit lower than those normally reserved for school car parks on a main road?	Kate	Reece	
17851	No	No		No		Sandie	Taege	
17852	No	No		No		Zoe	Sewell	
17853	Yes	Yes	St Asaph with traffic lights and parking is not suitable for faster speeds than 30 km/h. The slower speeds will allow more time for cars to enter on-street parking safely, and for cars to slow to a safe speed when entering driveways across cycle and pedestrian ways.	Yes	This is less confusing than changes of speed on those sections, and the roads are not suitable for higher speeds over their relatively short lengths.	Thomas	Young	
17854	No	No		No		Sandra	Dale	
17855	Yes	Yes		Yes		Jennifer	Rouse	
17856	No	No	I will never to travel to the centre of town, and all the businesses unfortunate enough to be situated there can get stuffed. No	No		Elaine	Booker	

Sub. ID	30k	Gateways	Comments	10km	Do you have any comments?	First name	Last name	Org
			parking anyway. 10km/h and 30km/h - how bloody stupid. A bicycle will be getting a speeding ticket soon!					
17857	No	No	Council has made a complete mess of traffic within the city - DO NOT extend this mess. For the city to thrive it needs traffic flow - no traffic flow and the CBD will die	No		John	Barbour	
17858	No	No	If you do I will never go in the city! Are you trying to kill the CBD?!	No	Are you insane?! Stupid stupid idea!	Steve	Gee	
17859	No	No		No	This speed in to low and would my all, not just motorists but cyclists and kids on scooters as well. Evidence shows that unrealistic speed signs are ignored so what is the point?	Michael	Van Ee	
17860	No	No	No no no. Getting around the city is a nightmare as it is?? Do you want people to stay out of the city because this will certainly do that!	No	Really?? Who thought of this & why?	Justin	Wallace	
17861	No	No	The existing 30 kmh speed limit is a disaster. There is no need for it. You are turning this city into a supposed bicycle dream. Your provision of cycle lanes everywhere is very expensive. There is no evidence that people are using bikes to this extent. Stop using our money in this unnecessary manner	No		Bruce	Ferguson	
17862	Yes	Yes	30 km will definitely enhance the safety of cyclists and pedestrians.  It is going to be very congested in all the streets around the hospital - there will be many pedestrians with disabilities - wheelchairs, walking frames, limited vision and hearing, people with babies and buggies. There are a large number of staff converging on the area also. I also think St Asaph street is now too narrow to safely travel at 50km, so I am particularly pleased about this suggestion.	Yes	As above	Elspeth	Painter	
17863	Yes	No	I agree with an extension to the 30kph speed limit.  My preference would be a flat limit of 30 KPH within the four avenues.  I believe that there is ongoing confusion regarding the actual speed limits on various parts of various streets within the central city. This seemingly 'piecemeal' approach to controlling traffic causes confusion and frustration for drivers and visitors to the city  I also believe that there is a need for high profile policing of the speed limit, to achieve enforcement and set a habit amongst drivers. I think this was missing at the time of the introduction of the current 30kph limit.	Yes	As long as there is a significant publicity campaign and the limit is well policed	karen	schaab	



Sub. ID	30k	Gateways	Comments	10km	Do you have any comments?	First name	Last name	Org
			<p>I drive to and from work along park terrace each day. My experience has been that drivers ignore the 30kph limit. Twice in the last two months while driving at 30 kph, I have been passed on yellow lines by drivers going faster. Tailgating / flashing of lights / angry glares are daily experiences and so much so, that I have often pulled over to let these people pass me.</p> <p>The four avenues have always been an 'informal' boundary around the central city area. To use them as the formal boundary for the 30 kph speed limit would be clear to all and possibly easier to enforce.</p> <p>Whatever the final decision, I believe there will need to be significant publicity for the current speed limits or for any change, along with visible police enforcement of the limit for a period of time in order to embed adherence to the limit.</p>					
17864	No	No	Make the city user friendly and business friendly not the opposite. Pretty stuffed now unless you are a bus user or bike user. Need to be able to get from east west north south as quickly as possible with traffic flowing. Currently anyone turning right or trying to park is holding up traffic flows because parking islands are so far out with the cycle tracts which should have gone round 4 aves not through it.	Yes		Glenys	French	
17865	Yes	Yes	My only question would be whether these gateway treatments are enough? Even though the existing signage should be fairly obvious, I still don't seem to notice it half the time. I totally support the reduction in the speed limit but it's very difficult to drive at a reduced speed when the street environment hasn't changed; ie. it still supports a 50km or higher speed limit so it's easy for the speed to creep back up again. I do see some mention of street changes in the consultation info so maybe this is already being taken into account for these new areas.	Yes		Nicki	Williams	
17866	Yes	Yes		Yes		David	Grogan	
17868	No	No		No		Bradley	Knewstubb	
17869	Yes	Yes		Yes		Mike	O'Callaghan	
17870	No	No		No	This is an access road into the mid city from Riccarton! Drop to 10 KPH and you get a bottle neck , frustrated drivers will run the lights and further block traffic, commuters on bikes can and do move faster than 10 KPH! The city planners need to get real!	Melanie	Hammett	
17871	No	No		Yes	<p>Christchurch is already a slow city to get around but you want to make it slower.</p> <p>If anything you should be making it easier to get around not harder.</p>	Richie	Hyslop	

Sub. ID	30k	Gateways	Comments	10km	Do you have any comments?	First name	Last name	Org
17872	Yes	Yes	Just makes good sense. Unlikely to hinder movement of motor vehicles. Streets will be safer for active transport. Basically what Share an idea put a hand up for.	Yes		Roy	Sinclair	Spokes Canterbury
17873	No	No	I think the current 30km/h is extensive enough. And it really doesn't help with how congested the city is. Also these are arterial route of the city, it will significantly impact on the response time by the emergency service.	Yes	It will significantly impact on emergency vehicle response due to the imposed speed limit and increase traffic load by the 10kms speed. That's is slower that someone could run	Anthony	Lau	
17874	No	No		No		Nicole	Stuart	CDHB
17875	No	No		No		Luke	Mckay	
17876	No	No	I work at Christchurch Hospital and regularly drive home via Montreal St, which is 30km/h speed, I can attest that no drivers are fulfilling this speed limit. If cars do drive at 30km/h there are drivers who are frustrated, toot, and try to change lanes in order to go above the limit. If the limit must be reduced it should enable the flow of traffic which is around 35-40 km/h, thus accommodating the public safety without compromising traffic flow.	Yes		Kiri	Bishop-Smith	
17877	No	Yes	I get it, you are trying to make the inner city safer for cyclists and pedestrians...an admirable objective that I support. The problem is that 30kph as a speed limit is nonsense, it is simply too slow. Cyclists speed past cars at that speed (often on the road and not using the cycle lanes I might add). The speed limit outside schools during key times is 40kph and that is the speed limit that should be in place in the CBD. If it is safe enough for outside schools with our children then surely it should be safe enough for the CBD. Having a consistent reduced speed limit for safety reasons would greatly assist with driver compliance. Cars already do not drive at 30kph because it is too slow but they will drive at 40kph because that's what speed they do drive at in the CBD. They aren't likely to increase to 50kph if the speed limit goes up to 40kph because you have made all the roads too narrow and so they will keep at 40kph to be safe. At 30kph you can enter an intersection as the traffic lights turn orange but you will only be halfway across it when they turn red - especially on the larger intersections. I regularly drive through the CBD 30kph zone using my cruise control to keep my speed to the limit and every day I am consistently passed by vehicles unable to keep within the limit including Police cars (not in an emergency), buses and CCC marked vehicles. If these vehicles in particular can't keep to the 30kph limit, what is the point having it set that low? Pre-earthquake, how many fatal vehicle accidents occurred in the CBD at 50kph per year. Not many I'd wager, so yes, let's make it safer but 40kph is the appropriate speed limit, not 30kph.	Yes		Rhys	Cain	N/a
17878	Yes	Yes		Yes		Andrew	Blair	
17879	No	No	This will be a deterrent for people visiting the cbd.	No	10kmh is far to slow. This is not a reasonable speed, people will not comply.	James	Beckwith	
17880	Yes	Yes		Yes		Mark	Penrice	
17881	No	No	I will do anything to avoid going into the city.  Montreal Street is a real drag and even the police don't drive at 30.	No	Might as well close it off and make it pedestrian only.	Kerry	Sullivan	

Sub. ID	30k	Gateways	Comments	10km	Do you have any comments?	First name	Last name	Org
			Only Ballantynes and Scorpio Books entice me in to town and rarely at that!					
17882	No	No	You are killing the city and driving the residents/ratepayers away. You are totally stopping the regeneration of Christchurch, 7 years down the line and we are going backwards.  We are now the laughing stock of the developed world with our lack of recovery.  Major building sites getting hammered with parking wardens looking for revenue.	No	If you are going to do that, shut the city down, make it a cyclists and pedestrian haven.	Jeff	Scott	
17883	No	No	I do not support the 30km zone down St Asaph Street. The problem is broader than simply reducing the speed limit, the street needs a major face-lift to resolve the current health and safety risks, and problematic parking which is affecting business owners and their customers.	Yes		Rachel	Shaw	
17885	No	No	Please revoke all 30 k inner city, fix the roads, remove all the cones and give us a crack for a few months, then come back to us.	No		Christopher	McCabe	
17886	No	No		Yes		Mike	Hrynkewycz	
17887	Yes	Yes	Reduced vehicle speeds does not deter me from visiting the central city, because I don't believe it makes a significant difference to my overall travel times. A slower vehicle environment is also much more pleasant if/when I am travelling on foot or by bike so the vehicle speed vs. comfort and safety trade-off is actually a 'no brainer' for me.	Yes	This seems like a very logical proposal and I fully support it.	Miranda	Charles	Submitting as an individual
17888	No	No		No		Jenna	Hayes	
17889	No	No	Traffic flows control the traffic themselves. Too much of the city is already 30kms where it doesn't need to be - eg Montreal around Cranmer Square.	No	If anywhere this is where the extended 30 km zone should run not 10km.	Bridget	Mather	
17890	No	No	Outside schools the speed limit is 40kph. Surely children are more unpredictable. Why is it 30 in the city?  I will use Malls in the suburbs for fear of getting a speeding ticket.	No	Should be 30.	Joanne	Hayes-Smith	
17891	No	No		No		Jesse	Bruce	
17892	Yes	Yes		Yes	might be hard to enforce for cyclists - we aren't always sure what speed we are doing - don't really understand how that would work but support in principle as it's a busy junction with some people with reduced mobility needing to cross. Please note that some of the tensions currently arise not at the actual junction itself but with pedestrians trying to cross from the south side of Tuam street over towards the hospital from halfway along where the bus stop is (i.e. not at the designated crossing) making it harder for cyclists to get through.	Jo	Abbott	
17893	Yes	Yes		No		Peter	Fantham	
17894	Yes	Yes	Being a regular user of St Asaph street it is plainly obvious that 30Kph is the most appropriate operating speed. The phasing of the traffic signals, the lane widths and layout are all suited to a 30Kph	Yes		Vanessa	Ortynsky	

Sub. ID	30k	Gateways	Comments	10km	Do you have any comments?	First name	Last name	Org
			environment, yet people still race from intersection to intersection at 50kph stopping for a few seconds before the lights turn green.  30kph is the most sensible choice for all users, it's unfortunate it wasn't in place sooner.					
17895	Yes	Yes		Yes		Nick	Lovett	
17896	Yes	Yes	I'm a born and breed Christchurch resident despite now living in Waimakariri. I have just returned from a driving holiday in Sweden where I have seen first hand the effect of lowered speed limits in areas where commercial traffic, pedestrians and children are present. Once people get used to gentler speed limits the aggression gradually goes out of the driving and safety factors improve. Retailers initially resist especially more pedestrian areas but I have seen first hand their initial resistance change to support and even demand once they realise that more relaxed people actually spend more time shopping than less . The key to a tracking more people into the city is not keeping speed limits where they are now BUT in ensuring plenty of parking options within the region you wish to shop. It's the parking option that encourages use of a mall. The Swedes have a very realistic approach and it certainly changed my attitude to wanting to drive as fast as I was allowed. Good on the council for having the courage to start the trend. People who haven't seen the benefits won't like the idea initially but we are all able to learn. At age 71 I hope to live long enough to see NZ grow up on this one.	Yes	It's time priority was given to people who are compromised, health wise.	John	Hawker	Private family and long time Christchurch inhabitant
17897	No	No	Your ridiculous reduced speed limits have all but destroyed the central city....these extensions will definitely bring it to a death.	No	Your ridiculous reduced speed limits have all but destroyed the central city....these extensions will definitely bring it to a death.	Allister	Davis	
17899	No	No	why not just take cars off the road, seems cyclists and pedestrians are all you want in town this is just plain stupid	No	for goodness sake we are becoming a nanny state it is just daft, give one reason why	Marie	Manson	
17900	Yes	Yes	Extremely good idea and we strongly support it.	Yes	This is absolutely necessary! We strongly support it.	Richard, Elodie, Zara, Cairo, Amos and Elsa	Wesley	
17902	Yes	Yes	I support this to encourage pedestrians and cyclists to use our city and also to ensure greater safety for drivers when they are entering and leaving parking spaces. There is no need to be travelling quickly on all city roads when there are others roads that allow for faster traffic.	Yes	Yes- this will become a safe pedestrian-way for people accessing the hospital- staff, patients and visitors.	Heather	McQuillan	
17903	No	No	This is literally the most ridiculous proposition. Traffic lights are there to be used by pedestrians and if a car hits somebody at 30km or 50km it won't make much of a difference. I would like to see data for how many people have been struck or close calls in these parts of the city centre to justify the cost and reasoning of such ideas.	No		James	Daniels	
17904	No	No	As a person in business in this fair city of ours, I feel the people of Christchurch and Canterbury are encouraged away from the CBD.	No	An absolutely ridiculous proposal. Put in a decent pedestrian crossing so anyone can cross safely.	Mark	McGoldrick	

Sub. ID	30k	Gateways	Comments	10km	Do you have any comments?	First name	Last name	Org
			This is another reason to BYPASS the city. Remember, accessibility is the goal and frankly no-one can really say this is anywhere near being achieved because of unnecessary interventions like this.		What do you expect? People wandering around onto the road? Inconceivable.			
17905	No	No	This is a stupid limit, get it back to 40km/h. Very few stick to the 30 limit.	No	Far too low. Maybe here 30 would be better	Diana	Sullivan	
17906	No	No	There is nothing wrong with the current speed zones. Lowering the speed will cause more of a backup in traffic during peak times. people will then divert onto other state highways and arterial roads. In saying this the use of these roads will increase so people can get to their destination in the timely manner they expect from the roads provided by the council since the city is paying nominally huge rate bills. Having more traffic divert to these other roads bring the usage up and will more than likely exceed the capacity it is designed for during peak time. The city needs more routes to move traffic quickly through the city. Not creating these slow routes which makes getting around the city impractical.	No	There is nothing wrong with the current speed zones. Lowering the speed will cause more of a backup in traffic during peak times. people will then divert onto other state highways and arterial roads. In saying this the use of these roads will increase so people can get to their destination in the timely manner they expect from the roads provided by the council since the city is paying nominally huge rate bills. Having more traffic divert to these other roads bring the usage up and will more than likely exceed the capacity it is designed for during peak time. The city needs more routes to move traffic quickly through the city. Not creating these slow routes which makes getting around the city impractical.	Joseph	Munro	
17907	No	No	50km is a good speed. No need to reduce it.	No	That just outright stupid.	Andrew	Herring	
17908	No	Yes	Dear Team, St John Ambulance respects the aspect of user safety in regards to your proposal, however without the data of collisions, accidents or serious injury, in this section of proposed reduction, we would not be inclined to support the initiative. The reason for this is that St Asaph Street is a main access to the hospital and the patients that we have on board could be affected by increased delays in getting to the Emergency Department.	Yes	The existing 10km/hr speed limit within the hospital grounds is not observed now, so it is unlikely that it would be outside the hospital.	Craig	Downing	St John Ambulance
17910	Yes	Yes		Yes		Catherine	Warren	
17911	No	No		No		Ian	McPherson	Enterprise Recruitment
17912	No	No		No		Kevin	Phillips	
17913	No	Yes	Leave it at 30 km as it stands now for the simple reason is that I drive a truck and it is bad enough now getting around as we are on a time limit to get to our customers and even now we are getting to the now later than they what there stuff so I so no or make a lane just for trucks to get around and park	No	Same as above	Phil	Harvey	Bidfoods
17914	No	No	I drive for Red Bus and they have Telematics installed. Over any posted speed limit it sends a signal back to the base.  Since the introduction of the 30 kph area there has been no effect on the driving habits of drivers within the zone. It seems that currently there is no enforcement of the speed limits. I regularly see vehicles in the 30 kph zone in excess of the speed limit especially on Tuam and Montreal Streets. These offenders include Police cars and Go Bus.	No		Roger	Jackson	

Sub. ID	30k	Gateways	Comments	10km	Do you have any comments?	First name	Last name	Org
17915	No	No	<p>St Asaph St is a key route through the city and is used by a high number of vehicles. Reducing this to a 30km/h zone would reduce the number of vehicles it could carry especially at peak times, and push those vehicles to main East-West Avenues that are already at high capacity.</p> <p>The is similar for the gateways, Montreal St as an example has a very high throughput of vehicles in the morning at peak times, with the current road works between Tuam St and Cambridge Terrace there is a definite bottleneck where the road narrows. Replicating this further south will not benefit any of the road users, it is already a road that should not be 30km/h until at least Tuam St.</p>	Yes		Daniel	Lister	
17919	No	No		Yes		francis	fitzgerald	
17920	Yes	Yes		Yes		Richard	MacKay	
17918	No	No	40km per hour should be the limit across the city. Your own staff member even suggested the 30km/h is to low for the city and that 40km/h would have been better. See his comment at 14 minutes 10 sec in the council meeting <a href="http://councillive.ccc.govt.nz/video/7890">http://councillive.ccc.govt.nz/video/7890</a>	Yes		Jason	Harvey	
17921	No	No	This speed limit is one of the major reasons my husband and I no longer drive into town. We avoid it at all costs. To travel through town at those speeds is a nonsense. As far as I have been able to establish no other city has such limits apart from a very small area around Lambton Quay in Wellington. There is good reason for this. Most Councils do not want to kill the businesses in their centre cities. When driving along with cyclists passing you, it shows just how silly it is and I fail to see that it is any safer.	No	To keep the speed limit to 10KPH is just about impossible. I cannot see any justification for such a silly limit and I doubt very much it will make the roads any safer.	Adrienne	Matthews	
17922	Yes	Yes	From what I can tell St Asaph st was designed with the 30km speed limit in mind. Either the speed limit needs to be lowered or the roadway needs to be re-designed with the current 50km/h speed limit in mind.	Yes		Matt	Coulthard	
17923	No	No		No		Nicole	Walker	
17926	No	No	Extending to St Asaph is one street too far. This is a frequently used road to move West and does not have sufficient pedestrian traffic to warrant a reduced speed limit.	No	This is almost OK but 10km/h is so slow it will probably cause more issues for the benefit of improving safety. I would approve clear signage and any other reasonable means to warn drivers that they need to take care.	Scott	Adams	
17930	No	No	NO NO NO 30 km is stupid and check out how many people currently go 30 km.	No	pedestrians need to take care and learn road rules. Lights need to be obeyed by cars, bikes and pedestrians.	Jacalin	Sutherland	individual
17931	No	No	In a modern city it should not be necessary to limit traffic to ridiculously low speeds. In its endeavour to please the cyclists the City Council have ruined the roads of the central city by narrowing them and imposing speed limits that are absolutely outrageous. Back to the former 50 kph limit say I - and even that was too slow in places.	No	ABSOLUTELY NOT - SEE COMMENTS ABOVE. Are you trying to persuade the motorists to emigrate from Christchurch in search of a city that welcomes and accommodates them?	Hilary	Anderson	
17932	Yes	Yes	I fully support the proposed 30km/h speed limit. I do not know why these areas were excluded from the current 30km/h zone and the reasons for implementing the city centre 30km/h zone definitely apply to these streets. This will result in a safer road environment for all road users, making the city centre a more enjoyable place to	Yes		Arthur	McGregor	

Sub. ID	30k	Gateways	Comments	10km	Do you have any comments?	First name	Last name	Org
			<p>explore.</p> <p>I frequently drive from the city centre south on Durham, west along St Asaph, north along Hagley, and then west along Riccarton. This means I go from 30km/h on Durham, to 50km/h on St Asaph, to 30km/h at the Hagley/hospital intersection, then to 50km/h along Riccarton Ave. Making this one consistent speed zone makes so much sense!</p>					
17933	No	No	I never visit central city till my 15 yr old had a course in town. It's crazy crazy crazy. It was far easier before the earthquakes. All the different signals. Narrow lanes. Confusion on what lane to use. Waiting 4 phases of lights to go forward. All the different speeds. Can't get to where you need to go. Sack the people who designed all this. Once my daughters course is finished I never intend to go back. Malls much easier and free parking.	No		Win	Douglas	
17934	Yes	Yes	Will the Gateways also serve as raised pedestrian crossing points? This would be an added bonus. I think we will need frequent reminders of the 30 km/h limit, as most drivers either don't know or don't care where the 30 km/h limit area is and continue to travel at much faster speeds. Please ensure any signage does not obstruct line of sight between pedestrians, cyclists and drivers.	Yes	I have not noticed any speed limit signs for the "current 10 km/h" speed limit on Oxford Terrace. Have these been installed yet? Understandably, the road works will need to be completed first. Realistically, people are going to drive/ride at 20 km/h, so maybe setting a realistic limit would be more widely accepted. Certainly it needs to be 30 km/h or less. Please ensure any signage does not obstruct line of sight between pedestrians, cyclists and drivers.	Fiona	Bennetts	
17937	No	No	<p>I travel on Kilmore then Victoria then Montreal to work. There is so much confusion with variations on the speed limits. People either go 30 in a 50 k zone or vice versa. Having to go 30 for 200 m once I turn from Kilmore into Victoria. And then back to 50 when I turn from Victoria into Montral is confusing esp at 6.30 am when there is no traffic.</p> <p>The changes are hard to enforce and I don't believe they are beneficial. Speed humps and road narrowing would be my suggestions.</p>	No	It's far too slow and is likely to cause accidents with southern braking. Place barriers so people can't attempt to cross where they shouldn't and place more lights or crossings for those with mobility issues.	Ainsley	Calcutt	
17938	No	No		No	I don't go into the city parking a issue cycle lanes are a issue never seen anyone using one better off fixing the damage from the earthquake then worry about other projects a lot of people are fed up with the state of the roads untidy roadsides	Peter	Vaughan	
17939	No	No	I support better signage and road markings to notify people about the 30kph zone, but not narrowing the roads or taking away parking spots. That'll just cause even more congestion	No	This is just ridiculous	Tawny	Harris	
17940	No	No		No		Malachi	Batchelor	
17941	No	No	It should just the very centre of the city not the through roads ie one way systems	No		Grahame	Dutton	

Sub. ID	30k	Gateways	Comments	10km	Do you have any comments?	First name	Last name	Org
17943	No	No	Christchurch is already a bottleneck nightmare, slowing down traffic in the center city will have a butterfly effect causing delays citywide.	Yes	For the areas where patients are leaving definately! Cyclists will also need to keep to 10kph obviously.	John	East-O'leary	
17945	No	No	Stupid idea, do you want people in the city or not, this is brain dead. People are already sick of the maddeningly slow traffic, good way to put people off visiting the CBD.	No	You cannot be serious, surly this is a joke of some kind, who is the muppet who came up with this idea?	Mark	Staiger	
17947	Yes	Yes		Yes		Tim	Mulliner	
17948	Yes	Yes		Yes		Tim	Mulliner	
17950	Yes	Yes	I'm all for the 30km speed limits. This makes it far easier to stop and park to visit business along the route. It also make is more likely for customers to notice your business. You can't often drive much faster than that anyway due to the traffic.	Yes		Angela	Williams	
17951	No	No	The current 30 km zones are not working. 30km is too slow and stops the flow of traffic. I have followed police who do not stay at 30km because it is too slow to travel over this distance on a main road.  Our one way systems used to be great, now they are terrible. The 30km defeats the purpose of the one way system and definitely should not be extended to other areas.  The 30km zones don't encourage people to go into the central city.  Having worked in Montreal Street for 2 years I know how frustrating these 30km areas are and how congested the roads are due to the changes that have been made.	No		Christina	Lange	
17952	No	No		No		Paige	Cook	
17954	No	No				Sue	Jenkinson	
17955	No	No		No		Guy	Dooney	
17957	No	Yes		No		Gemma	Scott	
17958	Yes	Yes		Yes		Gavin	Treadgold	
17959	No	No	The extension will only cause further traffic congestion on proposed street and surrounding roads. Will not improve pedestrian or cyclist safety due to attitudes and design issues of cycleways. Waste of resources with such constant minor changes in road layout. Revision should taken up once the city is fully operational.	No	Will make no change to pedestrian safety as designated crossing areas are not used. Pedestrians are the issues, and drivers should not be penalised for such circumstances.	John	Loh	
17960	No	No	The purposed 30km zones are main access and though routs in the city with all ready congested traffic slowing it down is counter intuitive	No		Ryan	Low	
17961	No	No	Very few wanted the 30km zone in the city. The roads are less safe than they were due to narrow lanes which are just bad design. CBD needs to be more car friendly not less. Please don't make consultation a lip service process so please listen and take guidance from the respondents rather than then vocal/extreme few.	No	Put back the parking you took away and make it safer for nurses doing night shifts as the DHB don't seem to care	Mark	Blandford	
17792	No	No		No		Rukhi	Budhia	
17963	No	No		No		Simon	Louttit	
17964	No	No		No		Aaron	Cooper	



Sub. ID	30k	Gateways	Comments	10km	Do you have any comments?	First name	Last name	Org
17966	No	No		No		Jo-Anne	Foot	
17967	No	No	The roads throughout the city have been narrowed, and the speed limit slowed down. This causes congestion in the inner city. It should not be 30km/h in any part of the city. Do not extend this	No	10km/h is painfully slow. That's slower than most carparks. 30km/h is already far too slow. In no other major city in the world are the speed limits this slow in the city	Devon	Edwards	
17968	No	No	Put the city roading back as it was. This and other initiatives have killed the CBD and will continue to do so. We don't need more slow zones we need to work out a way to encourage people to get into the city. Any extension - absolute madness!	No		Paul	Deavoll	
17969	No	No	The cbd is so difficult to get around anyway with all of the closed streets, one way one day and one way the other, let alone having everyone drive through slowly! It's fine where it is and I already think it extends too far down Tuam street, it stops being 30 only just when you get out of the cbd. Honestly such a pain to drive through and find parking so it also sucks how you're taking away irks to accomodate the Hereford changes. You note of 400 new ones coming at Oxford terrace end but no indication of when those are coming. What we need is free parking or first hour free or something!!!!	No	30k is fine, the multiple lights are there for anyone who needs to cross and to help any cars pull into and out of the hospital. 10k is just ridiculous and I'll repeat what I said above, The cbd is so difficult to get around anyway with all of the closed streets, one way one day and one way the other, let alone having everyone drive through slowly! It's fine where it is and I already think it extends too far down Tuam street, it stops being 30 only just when you get out of the cbd. Honestly such a pain to drive through and find parking so it also sucks how you're taking away irks to accomodate the Hereford changes. You note of 400 new ones coming at Oxford terrace end but no indication of when those are coming. What we need is free parking or first hour free or something!!!!	Michelle	Keys	
17971	No	No	I come down St Asaph St every day for work. The roads are now so narrow the cars are naturally slowing down to cope with the narrowness. Why not leave the speed as it is and let the traffic numbers dictate the speed. High traffic time the speed drops to around 30kph but when the are low traffic numbers let the cars go through at 50Kph	Yes		Lesley	Newton	
17975	No	No	I have lived in many cities all around the world and no-one else feels the need to have such slow driving speeds.	No	No. Even school zones in Australia are only 40kmh.	Emily	Carlton	
17976	No	No	The city is slow moving as it is.	No	There is no issue now, so why introduce it?	Des	Pittas	
17977	No	No	30km/h is already low enough. In many cities across the world speed limit is 40km/h to 60km/h in urban areas (Melbourne 40km/h, Singapore 50km/h, Brisbane 40km/h, Helsinki 30-40km/h).	No	what would be the next step? to charge fees for driving in the CBD? One of the goal of the Council is to make the city Accessible and to attract people to the city centre. Both proposed measures will have quite an opposite effect.	Svetlana	Skorobogataia	
17979	No	No	Along with the under used cycle lanes it is time to rid Christchurch of the 30k speed limit and not develop more.  The Council seemed to have projects driven by staff, time the councilors took a responsible attitude.	No		Ross	Williamson	na
17980	No	Yes	I don't think adding St Asaph Street to the 30km zone is going to add value, as it is too far from the hospital precinct. It will create more frustration rather. I think that the gateways are a good idea, but should be between St Asaph and Tuam, to assist with the Tuam Street speed control.	Yes		Shannon	de Bruin	

Sub. ID	30k	Gateways	Comments	10km	Do you have any comments?	First name	Last name	Org
17982	No	No	Tuam and St Asaph Sts are main linking roads for across town traffic with no real alternative routes, and should not have speed restrictions at all, except in a couple of spots like the bus exchange and outside the hospital entrance which can be identified by coloured road painting. Unless this is an attempt to force traffic to find another route across town these 2 main thoroughfares should be left at 50 km/h as travel across the city is already slow enough and there are very few pedestrians along most sections of these streets. And the real problem with St Asaph St is the lane width which is what causes most of the trouble and needs to be addressed.	Yes		Gary	Hall	
17983	No	No	Nobody's going to go to town if traffic moves that slow	No	Nobody's going to go to town if traffic moves that slow	Dom	Geleyns	
17984	No	No	The extension would be one step too far. The existing is just enough, any more will further kill the CBD.  The lack of cost effective parking and the proliferation of cycle-ways only drives people to the suburbs.	No	You may as well pedestrianise the CBD, and close up shop.  If this speed limit is imposed then enforcement action should be taken on cyclists. Just this morning as a pedestrian I was nearly knocked over by 3 different cyclists. Two going through red lights, and one using the footpath (even though there was a cycle-way), to avoid traffic lights.  This is a DAILY occurrence.	Peter	Freeman	
17985	Yes	Yes	I regularly travel on St Asaph St - both cycling and driving - and think it would add a lot to the safety of that street to be 30 kph. I enjoy cycling on Montreal and Durham St/Cambridge Tce, Colombo St, Hereford St and Cashel St where the speed limit is already 30 kph. I feel more confident about taking my children walking and cycling on those streets. It does disturb me a little that several drivers still try to go at 50 kph (or more) on those streets (especially Durham and Montreal), and hope it might be policed a little more. I think the CCC needs to continue to prioritise safety and accessibility in the city, please keep it up.	Yes	I work in Oxford Tce and regularly move between there and the hospital and it makes total sense to extend the 10 kph area, in an area where many people will be walking, cycling, moving in wheelchairs etc.	Matthew	Reid	
17986	No	No	The speed on inner city roads is self regulating, does not need council interference	No	will slow traffic unnecessary in quiet times	David	Diggs	
17987	Yes	Yes	The more pedestrian friendly the city is, the easier a city it will be to walk and ride around.  Having a reduced speed limit (30 km/h) is critical around high pedestrian areas such as the hospital, outpatients and the new school going in. There are ample studies around showing that reduced vehicle speeds result in less injury to pedestrians, in the even of a vehicle / person collision.	No	I support a slower speed limit around the Outpatients building, I just think 10 km/h is incredibly slow and as a driver, very hard to drive at that speed.  I'd be happy for the speed limit being dropped to 20 km/h around the Outpatients building.  So yes, I support a lower speed limit. But one of say 20 km/h, not 10 km/h.	Thomas	Pickard	

Sub. ID	30k	Gateways	Comments	10km	Do you have any comments?	First name	Last name	Org
17990	No	No	Govt has already mad a mess of our roads with the cycle ways. Stop discouraging people to us their cars or drive in to our city.	No		Cam	Fowke	
17991	Yes	Yes		Yes		Rea	Daellenbach	
17992	No	No	I do not believe that the extension of the 30 KpH zones is needed. due to the design of the layout of infrastructure, when the road is congested, it is self limiting with no one ever travelling greater than around 25 / 30 KpH. the layout has the advantage of having a well separated cycle lane which means cycle safety is not being compromised. The roads are currently 50 KpH and work well with out safety being compromised. I drive this route each day I am rostered on and drive a 30 seat coach. Please also consider to make the cycle lane on both Tuam and StAsaph two way direction. while the traffic control lights will need upgrading, but it would be at relatively low cost, and, make legal the current use of the cycle way cycles travelling both directions	No	10 KpH is too slow for legal compliance for most vehicles, including cyclists. 20 KpH i would support and I recommend	Cedric	Trounson	West Coast Shuttle 2007 Ltd
17995	No	No	It's not needed, the city is already hard enough to navigate.	No	Walking is faster.	Damien	Moss	
17996	No	No	You are discouraging people and making it hard to come in to town. PLEASE STOP ITA  just finish our broken city and stop changing it.	No	You are discouraging people and making it hard to come in to town. PLEASE STOP ITA  just finish our broken city and stop changing it.	KAREN	FOWKE	
17997	No	No		No		Genevieve	King	
17998	No	No	The council should stop putting so much effort into the cyclists and stop making it so difficult to drive through the city. Putting in a 30kmph speed zone would make it less likely that anyone will want to go anywhere near the city.	No	If im driving 10kmph im barely even moving I would eventually avoid that street all together because id be faster to walk.	gorja	miller	
17999	No	No		No	Car parks at malls etc have a 10km speed limit and from what I've seen the majority do not drive at that speed. Why would they on a street? That will just slow down traffic and make it come to a stand still. With traffic lights and a 10km speed limit hardly any cars will get through any of the intersections. We want people to go into the city but with a 10km speed limit and traffic lights it will take twice as long to get into town.	Emma	Brook	
17965	No	No	Before supporting any speed limit restrictions on the grounds of safety we need to see the actual figures that point to a problem with safety In the CBD before the addition of the 30km/h. How many accidents caused by excessive speed happened resulting in injury. don't point to improving safety without backing it up with facts and figures	No	Based on what is presented above the answer is no. Need to see and actual street plan not just and artists Impression. Are cyclists to be separated from the main traffic. Will the restriction apply to all road users. what methods of enforcement for the restrictions	Peter	McNulty	
18002	Yes	Yes	Fully supportive as a pedestrian who walks these routes often I have witnessed many close calls between Vehicles and cycles/pedestrians, a lower speed limit will minimise the impacts should this occur to both the injured party wider family and vehicle driver.	Yes	Working in this area many visitors to this building are there for appointments, there attention and focus is centred on their illness /condition not traffic	Russell	Morrison	
18003	Yes	Yes	In this area we have a high density of cars, bicycles and pedestrians. It just makes sense to reduce the speed there.	Yes		Enrico	Buss	-

Sub. ID	30k	Gateways	Comments	10km	Do you have any comments?	First name	Last name	Org
18004	No	No		Yes		Kerry	Coffey	
18005	Yes	Yes		Yes		Natalie	Brodie	
18006	No	No	If there must be a 30km limit area it should be within the one way system. As it is now it slows movement using the one way system. I no longer visit the CBd due to these restrictions.	No		Colin	Borland	
18007	No	No	CBD is unpleasant enough to drive in already. This will just further limit my visits to the CBD. And no, the practically non-existent and badly routed bus "service" is not an answer.	No	This will create further bottle necks. Rather than reduce the speed for through traffic, consider providing a close by parking building.	Judith	Varga	
18008	No	No	The 30km speed limit in the cbd. Has been a total failiure all it does is gives pedestrians a false sence of right of way as they now think they can walk into oncoming traffic. The traffic still does 50 kph.	No	This is the only area the speed limit should be 30kph. 10kph is just a joke.	Sam	Shaw	
18010	No	No		No		Linda	Robinson	
18012	No	No		No		Sian	Thompson	
18013	No	No	30km/h speed limits are not necessary in town. When there is heavy traffic the speed self regulates.  These changes only serve to keep me, and others, out of town and in suburban malls.	No	These changes only serve to keep me, and others, out of town and in suburban malls.	Wayne	Boyd	
18014	No	No	What a joke. Where is the evidence that this is an ESSENTIAL and NECESSARY use of taxpayer money? I don't support the 30km/h speed limit zones at all because I believe they increase congestion and are not effective in any case. When traffic is heavy, it's impossible to go fast anyway, and it discourages people from entering the city because of fear of getting a speeding ticket. The roads are not designed for 30km/h speeds and so people go faster anyway. The costs involved in changing the streets to 30km/h speed limit areas are a complete waste of rate-payer money and I will NOT vote to keep ANY of the councillors or community board members who support this kind of frivolous kind of spending.	No	What a joke. Where is the evidence that this is an essential and necessary use of taxpayer money? I will NOT vote to keep ANY of the councillors or community board members who support this kind of frivolous kind of spending.	Maree	Boyd	
18015	No	No		No	We will become the joke city of the world, know by people that can't go over 10kph. 30kph would be plenty slow enough. People need to look when crossing the road anyway, next you'll be making the road rules cars give way to all pedestrians.	Shaun	Churchward	
18016	Yes	Yes		Yes		Jenny	Adamson	
18017	No	No	It is hard enough driving in town at the moment and the existing 30 km/hr zones do not help. Not all people who go into the city live close enough to the city to cycle or to have a bus route within walking distance. I don't and driving had become such a nightmare that I actually avoid going within the 4 avenues.	No		Sharon	Heatherbell	
18018	No	No	The current 30Km/h go far enough (perhaps too far) already. As a CBD user by bicycle, foot and car I feel that the council proposal is a case of loosing the plot. It makes no sense from a traffic flow perspective and makes even less sense of a CBD use perspective	No	Who dreamt this rubbish up? It is completely impossible to travel at that speed on either a bicycle, motorbike or a car! Seeriously stop wasting money on idiotic ideas!	Antony	Oosthuysen	
18019	No	No		No		Sara	Gibson	
18020	No	No		No		Brendon	Bensemman	

Sub. ID	30k	Gateways	Comments	10km	Do you have any comments?	First name	Last name	Org
18021	No	No	Are you trying to kill the city !	No	You trying to kill the city !	Martin	Cummings	Ex resident for 35 years - now SDC
18022	Yes	Yes		No		Mark	Willard	
18023	Yes	Yes	No comments.	Yes	No comments.	David	Burrows	
18024	Yes	Yes	The reduction in speed limit will have little effect on current traffic flow as it already travels at that speed now	Yes		John	van Cingel	
18027	Yes	Yes	Having the lower speed signs more visible with a 'gateway' style feel, will emphasie the change in speed. Also St asaph should be 30km considering the closeness of the lanes n lack of parking.	No	I feel 20km or even 30km would be sufficient, not 10.	Natasha	Tait	
18028	No	No	Roads at 30km are awful and have not been helped with the new road layouts that make no sense and lights that take forever to get through. St Asaph street works okay as it is don't make it worse or no one will visit town.	No	10km is ridiculously slow!	Emily	Kronawetter	
18029	Yes	Yes	Agree with all except st asaph street- as both a car driver and a city centre cyclists. As a cyclist we will only get more abuse about st asaph. Just leave that one 50 for them and reduce the heckling	Yes		Bek	Parry	
18030	No	No		No		Noelia	Baquero	
18032	No	No	Traffic on st asaph is slow in peak hour traffic anyway. I drive down Tuam st a already 30km street at night and on weekends when I am the only car on it and it is awful going 30km with no one around. I understand in busier times you want the traffic to be slower however the thin road layout already slows the traffic down enough when there are multiple cars on it.	Yes	I tried to drive 10 kms per hour in a carpark and it was really hard. People were also walking faster than me	Melanie	Brown	
18035	No	No	It is already difficult to travel around Christchurch, and slowing transport movement down even further will put off greater numbers of people from coming into, or even near to the city centre. Many of the streets which already have speed reductions are devoid of pedestrians and cyclists. I believe the 30k speed limit should be reduced in area to only cover between Hereford St, Gloucester St, Manchester St and Rolleston Ave, where there is a high amount of foot traffic.	Yes	This appears to make a great deal of sense, reducing the speed limit where there are actually large numbers of pedestrians.	Susan	Shepherd	
18036	No	No	Another way to waste our rates. 30km/h is too slow, the minimum should be 40km/h	No	Passengers will think the car has stopped and will get out and walk.	Stephen	Moore	
18037	Yes	Yes	Safety is the main benefit that is clear but what may help people decide is a little more regarding the difference between impacts/collisions at 50 vs 30km/h which are substantial. For the people who argue it will slow them down or put them off coming into the centre I would suggest indicating what the difference would be in travel time assuming no traffic and green lights all the way, I imagine the difference is very marginal and thus a small price to pay for safety. Time that NZ caught up with other major cities around the world with a more pedestrian/cycle focused city centre model.	Yes	As above, only exception here is perhaps at such low speeds would there be an unintended consequence of small congestion impacting ambulance access etc. Probably not but worth validating.	Andy	smith	
18038	Yes	Yes		Yes		Ernst	Frei	
18039	Yes	Yes	It's difficult to travel at 50kmh in these areas due to congestion or next set of lights so going to 30kmh shouldn't be a big deal.	Yes		Benson	Waghorn	
18040	Yes	Yes	I would propose that the 30km/h zone extends all the way down Stewart St from St Asaph to Moorhouse Ave. This is a narrow street with a blind S-bend in the middle. Cars tend to treat this as a racetrack and there have been many near misses on this corner.	Yes		Glenn	Connor	Melray Electric Limited

Sub. ID	30k	Gateways	Comments	10km	Do you have any comments?	First name	Last name	Org
			<p>Even when taking the corner at lower speeds, many cars take it on completely the wrong side of the road. Given that traffic in this area will increase greatly once the Metro Sports facility is built, I would suggest a change to 30km/h be given consideration.</p> <p>06.09.2018 - (Part of Sit Bob Parker's email)</p> <p>I have already made a submission to the Council along these lines. I agree on the 30km/h limit for all of Stewart St, especially with how busy the area will become once Metro Sport is built. The speed that cars take the S-bend is frightening at times and just about every car that goes around the corner cuts it badly as well.</p> <p>Can't say I'm so much in support of the parking time restrictions. Most of the parking on the street is by Hospital staff, and parking for them is difficult enough as it is. I think the street would be even busier and more disruptive if time limits were in place.</p>					
18041	No	No	<p>The current 30 km/h region should be mostly reinstated as a 50 km/h region with only a very small area for 30 km/h where cars are rarely expected to be driving, i.e. Oxford terrace.</p> <p>The gateways to the extended zone is a waste of money and more demonstration that the councillors are completely divorced from reality. Back to basics my arse!</p>	No	I would be fine with this area being 30km/h, 10 km/h is a joke, all of oxford terrace should be at 30 km/h not 10 km/h. that's a crawl and unlikely that vehicles will adhere to it.	David	Pollock	
18043	No	No	The 30 km/h zone is already painful in town. Next to no one follows it, buses, cars, it seems every vehicle on the road is going at least 40.	No	I'd be lucky if I could keep my car from stalling while rolling at 10 km/h. This speed seems excessively unfair.	Travis	Leippi	
18044	Yes	Yes		Yes		Tracy	Abbot	
18045	Yes	Yes	I have cycled to work for 20 years from the suburbs to the central city and are really impressed at the measures the council are implementing to increase safety for pedestrians and cyclists.	Yes		Rohan	Collett	Rohan Collett Architects
18046	Yes	Yes		Yes	I support the extension of the 10km/h zone - but expect this will apply to cars only. This corridor will be heavily utilised by bicycles and enforcement of 10kph for cyclists will be counterproductive.	Joseph	Hampton	
18047	No	No		No	Are the ambulances going to do 10 km. I don't think so.	Shane	Brooks	
18048	No	No	You want to bring more people to the city, then what is reducing the speed limit to 30km/hr going to achieve? People will just avoid the CBD and go elsewhere. This speed will cause driver frustration and cause a lot more accidents. The bus service and timetables are in need of a complete overhaul. Most buses are currently running 15 mins behind timetable and then get stuck in peak hour traffic making it 30 mins late. Drivers are complaining about the new superstop holding up traffic, imagine the complaints if you change the speed limit. It will be faster to walk.	No	What is this meant to achieve? seriously! the drop off zone at the hospital is a total fail, you'd be better off putting in a turning lane into the hospital and put parking. So sick of you guys spending money on making the city looking pretty and not caring about the people who live here	Jenna	Crothers	

Sub. ID	30k	Gateways	Comments	10km	Do you have any comments?	First name	Last name	Org
			Please think about the drivers who need to get into town for work and also bus users who do the same. Who makes these decisions? If this goes through, your work load will increase in paperwork alone.					
18049	No	No	Whilst I do agree that we do need a safer environment for pedestrians and cyclists I feel that it will add more traffic congestion and will make it more difficult for the people in Christchurch to visit the center of town.	No	The narrow streets around the new Outpatient building and the current redesign of Oxford Tce should be sufficient to reduce traffic without the need for an enforced speed limit.	Elizabeth	Spooner	
18050	No	No		No		Beatrix	Chin	
18051	Yes	Yes		Yes		Zdenko	Zec	
18053	Yes	No	<p>These new speed limits are great for making it easier and safer for pedestrians and cyclists to get around. They should really be extended to suburban areas such as Church Square and outside schools.</p> <p>However, there is little point in consulting and changing speed limits if they are not going to be enforced - how about including average speed cameras and red light cameras? These work well in other parts of the world and have a proven safety remit - cost would probably be recovered in fines within the first few weeks. It would also be good if police cars adhered to the current 30km/h limits in place when not responding to incidents - they routinely cruise along at 50km/h.</p>	No	This and all other 'shared' spaces should be tightly controlled in terms of access. Ideally they should not be through routes and for access to businesses only so they are not used as rat runs. This could be created by street furniture in the middle or either end.	Matt	Jackson	
18055	No	No	It is not needed. No reason for this to happen. People can drive leave things how they are and STOP changing things!	No		Cassandra	Kovacs	
18059	Yes	Yes		No		None	None	Bernina Shop
18060	No	No	<p>Fix the parking in the city.</p> <p>You cannot stop at any businesses any more as no room to pull over &amp; park.</p> <p>No wonder people don't shop in the Central City anymore</p>	Yes		Murray	Hamilton	
18061	No	No	The one way system is designed to move traffic around the city. Slowing it down & making narrow will cause increased conjection (all ready happening). This adds to driver frustration & will cause more accidents. Working where I do cnr Tuam & Montreal bear witness to this on a daily basis. How long before a cyclist gets killed or serious injury - caused by your poor design	Yes		Ian	Gillespie	
18062	Yes	Yes		Yes		Peter	Williams	
18063	No	No	<p>I am near speechless. Whose idea is it to waste the huge potential this city has.</p> <p>We had to blessing with the earthquake. How many citys can rebuild and redesign to the same scale?</p> <p>Yet we waste the opportunity:</p>	No		Nic	Thompson	

Sub. ID	30k	Gateways	Comments	10km	Do you have any comments?	First name	Last name	Org
			<p>a) Bike lanes taking most the parking</p> <p>b) Ridiculous speed limits</p> <p>c) Great new businesses (no real way to get to them)</p> <p>I'm not sure if you are just trying to justify your jobs (seems to me you are).</p> <p>The whole idea of leaving businesses with less parking is ridiculous. People come into the city to go to these places? The drive around 3 blocks of one way roads because they missed the one park we have available for them.</p> <p>A lot of people now try and avoid the city. Our CBD should be the place to be, yet we waste the only chance we will hopefully get.</p>					
18064	No	No	stupid idea	No	stupid idea	Steve	Marshall	
18065	No	No	<p>Reducing St Aspah Street, Hagley Avenue &amp; part of Riccarton Avenue will further restrict the ability for traffic to effectively traverse these areas. The reduced road widths &amp; major changes that have been made to the roading network already make it incredibly challenging to get in park &amp; get out of CBD. I thought the council was wanting to encourage people to come to the CBD. Forcing everyone to ride bikes doesn't work for 70% of the population.</p> <p>I strongly reject this latest proposal</p>	Yes	Please can we get Otakaro to stop opening more work ... without finishing some of the carpark .... It is a disaster waiting to happen	Brad	Cabell	
18066	No	No	<p>The obsession of this council with constricting &amp; obstructing traffic flow will result in a whole series of bad, unintended outcomes.</p> <p>Your constant use of concrete islands constricts roadways and make parking dangerous.</p> <p>In the even of an emergency (i.e. earthquake) all your main access ways will be impassable due to concrete obstructions &amp; grid locked traffic.</p> <p>I am amazed at just how deluded the central city plan is. I have no objection to cycle ways being a cyclist myself but why have you chosen to make driving so difficult? you have effectively killed the inner city recovery - this will end your careers.</p>	Yes	<p>No problem - sensible idea.</p> <p>Hostile traffic flow, restricted parking, difficult access - just how are we to get our customers to come back to the inner city?</p> <p>Contrary to your rates deluded we will get residences and cyclist to rekindle the inner city how about you bring back people with cars - you know the people who can buy things &amp; transport them home? The inner city will be a graveyard and it will bury your careers</p>	Shane	Murphy	
18067	No	No	<p>This is ridiculous. There has already been enough parks taken away so it is difficult enough as it is. This will only frustrate drivers and when emergency services need to come through there is no room as you've basically made a bottle-neck.</p> <p>We need MORE parking, not less</p> <p>The 30km zone is big enough. Just stop.</p>	No	I can walk faster. I respect needing to drive slowly and carefully in this area but 10 km???	Alec	Lawrence	



Sub. ID	30k	Gateways	Comments	10km	Do you have any comments?	First name	Last name	Org
18068	No	No	We have no car parks now please don't make it worse!  Bike lanes are an absolute joke as well - make them pay to use the cycle ways!	No	That will slow traffic and cause unnecessary delays in peak times!	Bev	Fairbairn	
18069	Yes	Yes		Yes		Steven	Muir	
18070	No	No	Spend the money on something that is more important!!!	No	Is a waste of rate payers money !!!	Drew	Murray	
18072	Yes	Yes	It's a good idea as there's too many dumb drivers speeding and driving up everyone's back sides every day which can cause an accident.	Yes	Great idea again regarding above comment and also this will be safer for the patients, especially those in wheelchairs and on crutches.	Nathan	Bailey	CCC
18073	No	No	Not many cities have the opportunity to rebuild their infrastructure for the better. I am appauled by the lack of communication and listening. We have watched you fix your first mistake (round off concrete jut-outs and widening St Asaph St). Yet you continue to worsen free carpark options. You have giant concrete pads on St Asaph Street that do nothing except take up car parks. You've made the main throughfare to the hospital too narrow to support an ambulance and a bus side by side on St Asaph Street. You have sacrificed our vehicles abilities to go straight at a green light because of left & right arrows being red for cyclist - you should be sacked for your lack of foresight. The public  More carparks not less!  You are taking away carparks for no reason.  Get rid of concrete pointless slabs!!	Yes		Tamara	Fuller	
18074	Yes	Yes		Yes		Gillian	Rooney	
18075	Yes	Yes		Yes		Deborah	Lam	N/A
18077	Yes	Yes	I already thought st asaph was 30the lights are set up to that ??	No	Just NO and i work at the hospital its fine how it is !!	Jane	Edens	
18079	No	No	Reducing speed limits even more within the central city will only start pushing trafic into the residential side streets surrounding the areas. To he honest, it seems no one actually adheres to the 30km anyway.	No		Liz	Blair	
18080	Yes	Yes		No	30km/h is already slow enough (provided people actually drive to that limit)	Joanna	Ututaonga	
18081	No	No	St Asaph Street is a road used by many commuters and I am one of them. If the reduced speed limit applies I will head to moorehouse Ave. My prediction is other's will too causing increased volume and congestion on this road. Less Road traffic could have an affect on business owners. I already avoid the centre of town now because of the reduced speed limit and friends and family have said the same. Seems that bikes have all these new cycle ways who don't pay anything except run red lights but thats okay, don't signal to enter traffic, swerve in and out of traffic putting the public at risk. I have nearly been hit by a cyclist and I was the one who got a month full of abuse.	Yes	Patient safety and users may have limited mobility and is a good idea	Debbie	Rawiri	
18087	No	No		No	Cars these days are not designed to go that speed. what is the point of this?	Cheryl	Greer	

Sub. ID	30k	Gateways	Comments	10km	Do you have any comments?	First name	Last name	Org
18088	Yes	Yes	<p>Ensure the traffic signals on St Asaph get re-timed for the new limit. I think this will improve flow for the cycle lanes as well; currently it is very challenging to cycle and not have to stop for every light (bike specific lights).</p> <p>As an aside, we requested a reduced speed limit on our residential street prior to the EQs as we had regular hooning through our neighborhood. We were told that limits were always 50 or higher. Could this be revisited? Also, school zones should have limits of 30kph between certain hours when children are likely to be around the roads.</p> <p>Also, having worked at CPIT/Ara, I would suggest that 30 is not unreasonable for Madras Street.</p>	Yes	Makes sense with Oxford currently at that limit.	Linda	Sorensen	
18089	No	No	The more of the city that you slow down, the more of the city that becomes almost inaccessible. I work throughout town & have to drive throughout all day, getting close to the Council building is like pulling teeth already due to 30km/h speed limits and the buildup of traffic that comes with it.	No	This is meant to help anyone who actually goes through town as a resident or is this only for a 'safe area' for more tourists to piss around in, show off the 'nice' buildings & walk dangerously across the road (expecting not to get hit) like they do throughout town already.	Ayrton	McCluskey	
18090	No	No		No	I'm sorry but that is just ridiculous and not feasible. 30km/hr is slow enough. There has been enough recent traffic management trying to make it harder to drive (which has also been incorrect but that's beside the point), but this is a bridge too far I am sorry.	Edward	Henley	
18093	Yes	Yes	Make it bigger! Everything within 4 aves	Yes		Stacy	Rendall	
18094	No	No	One-way roads should be maintained at 50 km/h otherwise they are a waste of time	No		Kyle	Brewer	
18095	No	No		No		Corban	Maynard	
18096	No	No		No	10km/h is ridiculously slow, much slower than biking. It contradicts the council's aim for an accessible city. This speed will create more traffic congestion which is not beneficial to both pedestrians & vehicles.	Angelie	Malolot	
18097	No	No	The current 30k/m speed limit is very slow & difficult to comply with. It feels like you don't want vehicles to access the city anymore.	No	How ridiculous. It is virtually impossible to drive a modern car at 10 k/m per hour. As a parent with a chronically ill child the hospital is already inaccessible enough with its lack of parking & the road layouts around it. Please do not lower the speed limit!	Michelle	Walden	
18098	No	No	I love going to town but avoid it as much as possible ,as don't want to watch my speed rather watch where I am going.	No	No need for that I pay enough in rates don't need fines as well.	Mary	Ling	
18100	No	No	<p>What are you doing!!!!</p> <p>When I go to the city there are no cyclists ( well 3 the last time I</p>	No	Be less concerned about speed and more about parking where old persons cannot get close enough to the hospital to be run over at the current speed	Robert	Smith	

Sub. ID	30k	Gateways	Comments	10km	Do you have any comments?	First name	Last name	Org
			<p>went ) - I am a cyclist</p> <p>This is crazy you are killing the city -people avoid the city because of the current speed limit cars regulate speed limits by there numbers . You are a bureaucracy gone mad, you need to look at arrows for lights, time traffic lights change for, not extending your stupid 30 km limit</p> <p>You will no doubt bun this because I lack insight and this is not constructive You are allowed to go past school st 40 km why 30 in town - again it's crazy</p> <p>You need to have a referendum at the next election to actually ask the public's opinion what you are proposing is not what the public I talk to on a daily basis wants so start listening</p>		<p>limits - again the 40 kn outside schools seems perfectly adequate</p> <p>Again start listening to the people who elected you or you will find things will change</p> <p>You cannot continue your actions of turning this city into a walk cycle zone balance is tequired and 10 km and 30 km zones do not cut it</p>			
18102	No	No	<p>I don't see the need for this to occur - their is no risk to the public, seeing as st asaph Street has its own bike lane, having the speed limit as it currently is. It seems like the council is set on making the city centre less and less accessible for private vehicles. Public transport and biking aren't options for every single person travelling through the city!!!!</p>	Yes	<p>I think this one is a good idea. The speed limit on the hospital grounds is 10km when driving up to the main entrance and emergency entrance. It's a part of the road that would only be accessed for the hospital, so to not affect everyday vehicles around the city.</p>	Laura	McSaveney	
18103	No	No	<p>With proper crossing points, vehicles and pedestrians can share the roading corridor.</p> <p>Also there is no supporting evidence of accident reduction rate or the current 30km/h is working.</p>	No	<p>This is not practical and again not supporting evidence to show this is safer than a 50km/h limit.</p> <p>Better to have good crossing.</p>	Owen	Pearce	
18104	Yes	Yes		Yes		Tom	Williams	
18105	Yes	Yes	<p>I support the proposed speed limit reductions, which will make the streets safer for all users, particularly school-children, hospital-goers, pedestrians, and cyclists. There is strong evidence that lower speed limits greatly reduce road accidents, injuries, and deaths, and I applaud the City Council in taking an evidence-based approach to prioritising public safety.</p>	Yes	<p>See above.</p>	Katia	De Lu	
18106	Yes	Yes	<p>I support the proposed 30km/h speed limit extension. It will make these roads safer for all users including cyclists and pedestrians.</p>	Yes	<p>This is a high traffic area which is particularly important to keep speed down.</p>	Matthew	Baird	
18108	No	No	<p>When entering or going through the city you slow down to 10 - 20kms and people wander out in front of you. By extending this will only encourage more of this. I feel this is a waste of my rates. It would be different if parking bays were provided, but no more obstacles. When visiting Timaru and Nelson they have slower traffic with angled parking instead of road obstacles a much better system. You can shop and feel safe in there center's unlike ours.</p> <p>This seems to be a Green take over I wish the businesses well as we will not be supporting them.</p> <p>Hagley Ave. the way it is works well as top speed is 40 and the traffic lights encourage this. I see we have to pay to park or catch 2 buses 15 min walk at the start, to get to the hospital when ill. Hardly</p>	No	<p>This with pedestrians and cyclists will just encourage people to not look for traffic. It is already becoming more obvious now when driving that cars are 2nd class citizens and we need to let them go to prevent accidents. Doesn't worry them if a collision happens. This Council is leading this by not having parking.</p>	Dawn	Martin	

Sub. ID	30k	Gateways	Comments	10km	Do you have any comments?	First name	Last name	Org
			good enough. Ambulances are too expensive so I dare say we will rot at home. Talk about a third world city, and country.					
18109	Yes	Yes		Yes	Thank you for continuing to create a city where we can safely bike and walk with our children and old parents.	Ester	Vallero	
18111	No	No	Why?  What would it achieve?  The reasons behind the idea haven't been explained well,	No	Again why? X	Christine	Woodside	
18112	No	No		No		Hayley	Bensemman	
18113	No	No	Slowing down the traffic through the central city is driving people away from the central city.	Yes	why not as the CCC has already killed all traffic on those streets already	Aaron	White	
18114	No	No	The CCC seem intent on choking the CBD. We should be doing everything we can to get people into the heart of the city. Maybe when we've actually got a vibrant and bustling CBD teeming with people and there is evidence that slowing the traffic is necessary for the safety of pedestrian we could look at reducing the traffic speeds but I have yet to see any statistics showing the safety benefits of these reduced speeds. (How many people have been killed/injured before and after these restrictions?)	No	Please see comments above.	Penny	McKay	
18115	No	No		No		Laurence	Gay	
18117	No	No		No		Aahleigh	Maw	
18119	Yes	Yes	I would like to see the speed limit within and including the 4 avenues restricted to 40kms.  This should also include Blenheim Road'  These avenues, including Blenheim Road now include numerous business and retail sites. Identifying the precise location of these sites whilst driving is challenging and risky when travelling in the midst of heavy traffic which is often travelling vey quickly. Slowing to turn in relies on observant traffic following behind. Exiting into high volume, high speed traffic is also is also difficult.  For safety the city centre now demands a lower speed limit.	Yes	I currently drive through this area once a week. There are many intersections, pedestrian crossings, bus routes and numerous new traffic lights. For the unfamiliar motorist a reduced speed is essential to make accurate and safe driving decisions.	Madeleine	Price	
18120	Yes	No	I don't think Hagley Ave or Riccarton Rd would benefit from the decreased limit, as the roads are wide and pedestrians and cyclists are already far separated from traffic.  I would support moving the eastern gateway a block further, to Barbados St. Pedestrian traffic is heavy here during the day. I would not want this to affect the Madras St speed limit though(not possible to have two different speeds in one intersection?).	Yes	I support it, but good luck enforcing it.	Dion	McLachlan	
18121	No	No	Dont know why you bother consulting.. but so many residents just hate our city so much. So feel for retailers and developers. Its just sad guys	No		Lynda	Jones	
18122	No	No	School zones are faster. People don't need to crawl thru the city. They want to get from point a to b in a reasonable amount of time.	No		Hope	Rogers	Young Hunter
18123	No	No		No		Graeme	Coard	

Sub. ID	30k	Gateways	Comments	10km	Do you have any comments?	First name	Last name	Org
18124	Yes	Yes	I believe that the change to 30km/h on St Asaph makes sense. With the current traffic light setting for all the other road running North/South, the "green wave" on St Asaph is set to just beyond 30km/h. Currently those travelling up to 50km/h on St Asaph have to stop at each traffic light, having a negative impact on traffic flow. So a sign-posted 30km/h (that drivers followed) would probably allow for better traffic movements.  My only issue is the area north of St Asaph, on Hagley Ave. This area does not appear to have high pedestrian movement across the road and I have never seen a cyclist on this stretch of road (cyclist and pedestrians are usually using paths inside hagley park, or those on the east side of Hagley Ave are walking to and from the crossing by the hospital). I believe this could maintain 50km/h with reduction to 30km/h onto Riccarton Avenue	Yes		Reuben	Davis	
18125	No	No	The city is already botched up enough. This is getting rddiculous. St asaph Street is so dangerous with the stupidly narrow lanes...have you seen Teo massive trucks at one time driving there? I'm surprised there hasn't been more crashes.	No		Eluishia	Hart	
18126	No	No	It is unnecessary as traffic generally doesn't exceed 30km most of the time in the central area due to congestion.	No	10km/h is just too slow. 30km/hr would be more reasonable.	Mary	Crowe	
18127	Yes	Yes	Just get on with the job and don't listen to the noisy minority.	Yes	Just get on with the job and don't listen to the noisy minority.	Sandra	Bell	
18129	No	No		No	How would you propose that this would be enforced	Jo	Quinn	1977
18130	No	No		No		Mark	Morley	1977
18131	No	No		No		j	smith	1977
18132	No	No	Is this supported by any evidence or investigation that it actually reduces harm/injuries or death. Trafic has gotten worse ever since the quakes. Will this unneccesarrily cause further congestion issues for little or no benefit? Can you please submit evidence backed research with these proposals in the future?	No	Is this supported by any evidence or investigation that it actually reduces harm/injuries or death. Trafic has gotten worse ever since the quakes. Will this unneccesarrily cause further congestion issues for little or no benefit? Can you please submit evidence backed research with these proposals in the future?	Kegan	Norman	
18134	No	No		No		Julie	Albengrin	
18135	Yes	Yes	Time limit the speed zones. I work at night and drive these routes(Dr.). Extremely frustrating getting to a medical emergency driving at 30kph when there is literally not another car/ pedestrian / bike to be seen. And dangerous. If you are called out at 3am it is for a reason. Consider a midnight to 6am exception.	No	What is your evidence to support this? This is slower than many carparking buildings! And slower than a very sedate amble on a bike. You will be speed ticketing almost every cyclist, let alone car drivers.My car grinds between 1/2gears at this stage. Not good for the engine. And in an automatic you would have to drive permanently braking. It would be more of a distraction trying to stick to the limit than actually watching all the other road users. I anticipate even MORE accidents. Why is 30kpm not slow enough? Logically. This is a thoroughfare not a car park and should be treated as such.	Annette	Walker	

Sub. ID	30k	Gateways	Comments	10km	Do you have any comments?	First name	Last name	Org
18136	Yes	Yes		No		James	McKie	
18138	No	No	<p>Having grown up in Christchurch and moving away for 20 years I have seen a good contrast in changes.</p> <p>I returned 2 years ago.</p> <p>I find that the 30 Km/h zones are good but they are big enough. extending the zone into St asaph st will remove yet another fast and easy access road into the city from the west and east flanks.</p> <p>pre quakes I would 'duck; into town to shop, but know it seems harder and harder to get there when you are short of time. I see this as discouraging people to go into town and encourages them to shop in the suburbs. This increases the vulnerability of the businesses that do locate themselves in the central city to one off shopping rather than the normal place to shop because its easy to get there.</p> <p>Regarding Riccarton ave, this would not be a safety issue if there was sufficient parking for hospital users as in the past, you could park your car and walk through the tunnel and not even come near a road.</p> <p>I do however agree with the speed restriction on hagley ave as this is not a thoroughfare and on sprorts days is very busy, but again, during the week the congestion is again caused by no parking for hospital users.</p> <p>The plan for the inner city was designed by the deans brothers over a hundred years ago and worked fantastically, giving quick access in and out and around the city. we have messed it up to the point where in todays not enough time busy lifestyle" for the average family to the point where it discourages us to go into town, now please leave it as is.</p>	Yes		Frank	Dekker	
18140	Yes	Yes		Yes		Robin	Duff	
18141	No	No	The CBD 30km/h speed limit is a joke. I have seen no one actually drive at 30km/h. The whole inner city traffic redevelopment is a disaster, there must be some pretty useless planners on the council payroll! At a time where petrol prices are getting higher and environmental polution are a concern, it takes longer and further to drive through the city.	No	If anyone had any brains whatsoever, they would build subways under the streets and eliminate all street crossings in the area. Where is the future planning at CCC! This could have been done while streets were closed and being upgraded. There's needs to be some direct 50km/h streets through the city, not just around the outside.	Julian	Allom	
18143	No	No	You are just making the local malls more attractive come on.	Yes		Peter	Jamieson	
18144	No	No		Yes		Shae	Atkinson	
18145	No	No	Are you people in your right mind???? The whole idea of one way streets was to improve traffic flow not hinder it. The back up of traffic from Riccarton Rd will be horrendous. I travel through this area quite often and NOBODY travels at 30k (have been tooted at			Carol	Anderson	

Sub. ID	30k	Gateways	Comments	10km	Do you have any comments?	First name	Last name	Org
			often for sticking to the 30k) This has got to be one of the most ridiculous ideas to come from this moronic Council in the past 10 years, we are going backwards faster than we can pedal forwards(reference to the equally stupid cycle lanes) Get your act together and start earning your inflated salaries...ie stop finding idiotic ways to spend/waste our rates money....bring on the local body elections					
18146	No	No	This is an utter waste of time.  The 30kmh limit in the central city causes congestion. The council should be looking into projects that help make the roads more efficient rather than cause chaos. Frankly, no one in the Council seem to look at the city from a considerate perspective. Start hiring urban planners who have actually been to proper cities.	No		G	Gloria	
18147	No	No		No		Stephanie	Cullen	
18148	No	No	Lets differentiate between a road and a sidewalk - one is for cars that travel at speeds the other is allocated for those without cars. A quick Google search will reveal the average walking speed to be around 5km per hour. A healthy adult running speed is revealed to be 16km per hour - what????over the speed limit for some areas you are proposing!!!! Exactly this shows the ridiculousness of your proposed 10km zones and it also shows how questionable your 30km zones are. They are unnecessarily slow - I could even tolerate 40km per hour and working with the speed of traffic if it slows down from there, but 30km per hour is ridiculous. A reasonably fit cyclist rides at 40km per hour on a flat road surface so are we making these speed limits for cars or for cyclists? It is clear to the general public of Christchurch that someone in the city council is using their own personal agendas, passion and interest in cycling for these proposed changes and the decision to spend such a lot on cycle ways! That in itself is a disgrace - to be more concerned about their own interests than that of the general public and that of the rate payers. What I would like to know is how many people were in pedestrian accidents prior to these zones changing the speed limit? What I can say is that I for one avoid going to the city centre now. I am one less buyer in the city centre - and I know of several people who mirror those decisions. I don't go there for 2 reasons: Firstly because of the challenge and cost in finding parking and secondly because of the speed limit. I avoid all of those roads wherever possible. This is not good for business. While cycling might be a nice option for some in summer, it is weather dependent and many parents who work and have to pick up children cannot use it as an option so again this is an option for a minority and yet all rate payers are expected to pay for this regardless of whether or not we see the benefit of it.	No	ABSOLUTELY NOT! Put a zebra crossing or traffic lights with extended delays for those who need to cross the road if needed - to adjust the speed is not going to change the fact that drivers are going to have to stop for pedestrians. Whether they are driving at 10km /30km or 50 km a zebra crossing is a zebra crossing and road rules need to be adhered to. Light up the zebra crossing or put an additional warning sign up but don't change the entire speed limit.	Shelley	Simpson	
18149	No	No		No		Beckie	Burns	
18150	No	No	The Council has already ruined access to the city with the current speed restrictions and making the areas indicated 30kph, has no long term benefits. The only benefit to these changes is the ability to fine drivers for exceeding the 30kph limit and to my knowledge	No	There is no reasonable explanation regarding the need for this to be applied. Providing an even slower speed limit for pedestrians and cyclists	Maree	Hewitt	

Sub. ID	30k	Gateways	Comments	10km	Do you have any comments?	First name	Last name	Org
			and experience, this limit is not enforced in the previously changed areas. By slowing traffic into and out of the city the City Council are continuing to slow down the growth of the central business district.		safety is a total disregard for the intelligence of local Christchurch residents.			
18153	No	No		No		Candice	Rich	
18154	Yes	Yes		Yes		Amie	Orpwood	
18155	No	No	I wish to keep St Asaph St 50 km/h	Yes		Gemma	Kearney	Mebeme Academy
18156	Yes	Yes	I bike down St Asaph on my way home from work and it would be safer as 30 km/h zone. A lot of pedestrians also walk to south city, cafes etc	Yes		Holly	Jamieson	
18157	Yes	Yes	The safety of our school's students will be greatly increased through the implementation of these speed restrictions.	Yes		Richard	Pitts	Ao Tawhiti Unlimited Discovery
18158	No	No		No		Les	Norris	
18161	Yes	Yes	proposed speed changes would make me feel safer biking in to the central city (where I will be working from October 2018) and will generally make the city a nicer place to be in	Yes		Katie	Bowron	I work for Christchurch City Council (Libraries) but I am responding in a personal capacity
18162	Yes	Yes	Pedestrian Safety is just as important on St Asaph as it is on Tuam. The one way streets should be for getting around the city, not from one side to the other. 30km/hr speed restriction over 1km is basically not much different than 50km/hr for travel time.  Please reduce it for the benefit of pedestrians and cyclists.	Yes	Make the whole area a shared zone. Make it so people only want to drive in there to do a drop-off or pick-up.  If made a shared zone, would need no kerbs. This would make it much easier for wheelchairs and people on crutches, mobility scooters etc.  Make sure to mark cycle area speed limits properly too, so cyclists don't go speeding through risking injury to the vulnerable outpatients.	Sean	Lewis	
18163	Yes	Yes	I strongly support a move to 30kph along St Asaph Street. As a parent at AoTawhiti Unlimited, I believe this is a necessary safety measure with hundreds of children arriving and leaving into the school each day. Reducing the speed outside the school will provide a safer environment for our children (aged 5 to 18). I cannot see any reason why reducing the speed limit would be anything other than a good idea.		I think 30km is probably fine for this area.	Vanessa	Winter	
18164	Yes	Yes	I think a slow city centre is a really great way of making it safer for everyone, but in particular cyclists and pedestrians. Especially important on St Asaph street given the new road layout	Yes		Rosalee	Jenkin	
18165	Yes	Yes	Speed kills. Reducing speed will help this problem. But needs constant monitoring.	Yes	Makes sense but it is very slow !!	David Peter	Dewar	
18168	Yes	Yes	I support the reduction of speed particularly in the central city area near Unlimited/Discovery School and the Bus Exchange in order to lessen the risk of harm to the high volume of pedestrians and cyclists that will be in this area.	Yes		Wade	Bishop	
18169	Yes	Yes		Yes		Martin	Robertson	
18170	No	No		No		Michael	Roelink	



Sub. ID	30k	Gateways	Comments	10km	Do you have any comments?	First name	Last name	Org
18171	Yes	Yes	As Deputy Director of Y1-6 at Ao tawhiti Unlimited Discovery, I support the proposal to reduce the speed limit along St Asaph St to 30 km per hour. The safety of children is paramount in my role . Therefore I strongly support a move to 30kph along St Asaph Street. Reducing the speed outside our facilities will provide a safer environment for our children (aged 5 to 18), their families and our staff. Roads outside schools can be dangerous for children particularly when children are arriving at or leaving school or crossing the road. This is particularly true on a street where there is a high volume of traffic and cars may be picking up and dropping off children. Coupled with this is the research that shows reducing vehicle speeds to 40km/h or less significantly reduces the level of injury if a child is struck by a vehicle.	Yes		Niki	Stephenson	Ao Tawhiti Unlimited Discovery School
18172	No	No		No		Katie	Hammill	
18175	Yes	Yes	There is currently an overload of signage, road cones, temp fencing etc through the city. Making the change of speed limit clear is very important. Only do these changes if you are sure this won't change/extend.	No	With people driving slower already in the city there is plenty of time to see events happening and make driving decisions. Lowering the speed limit to 10 is not necessary. This would add another layer of confusion - just gave 50/30 within the four avenues.	Sarah	Palmer	
18176	Yes	Yes		Yes		Robert	Miceli	Ao Tawhiti
18177	No	No	The 30kmph limit makes access to the CBD inefficient and deters people from using businesses that rely on customers from the suburbs. The heavy emphasis on cycle access exacerbates this. If it is intended that more people visit the CBD to "enliven" it, making access more frustrating will not achieve the goal, and such a slow speed is frustrating. If it is intended that traffic in the CBD is kept to a minimum, "park and ride" facilities could be planned for outside the CBD with an efficient internal public transport system that is user friendly. The speed limit of 30kmph does not work at the moment anyway - many if not most vehicles disregard it - including council vehicles.	No	If parking and access to the building is designed properly, there should be no reason for a "walking speed" limit.	Jan	Mitchell	
18178	No	No	If driving in town I would much rather be keeping my eyes searching for errant pedestrians than speed signs .	No	The narrow streets and lack of onstreet parking is keeping me at the suburban mall and local shopping area .	Alan	Grigor	
18179	Yes	Yes	There is a school being built along St Asaph. It is vital that the speed limit is 30kph for the safety of the children.			Sarah	Aarts	
18180	Yes	Yes	This will assist drivers identify the zones. It is difficult with so much distraction due to ongoing road and building works to visually identify signage.	No	If this speed limit goes ahead then you may as well pedestrianise the affected roads except for losing/unloading. This speed is slower than that often required in some business car parks. Those cars without digital Speedo may not even be able to accurately read 10km/h. There is a lot of debate about cyclists; if this change comes about and, it seems that opinion indicates that it might; then the law must be enforced with cyclists too; speed, give way, stop signs and traffic lights. Please don't add fuel to the already deeply held animosity between drivers and cyclists.	Robert	Goodwin	

Sub. ID	30k	Gateways	Comments	10km	Do you have any comments?	First name	Last name	Org
18181	Yes	Yes	These improvements are crucial to ensuring the safety of pedestrians and cyclists. Ultimately, more foot traffic is good for business.	Yes		Dan	Villarreal	
18182	Yes	Yes	I support the 30 km zones but you must make them really, really obvious along the route. Paint the road a different colour. Put 30 km symbols on the road. And most importantly, enforce it for EVERY DRIVER so that everyone who is on those roads is forced to slow down.	No	No one will travel this slow in their car. It goes against human nature. Thirty km is more likely.	Don	Smith	
18183	No	No		Yes	I support all changes except for St Asaph Street (30kmph). I believe the separated cycle lanes provide safety for cyclists already and the traffic lights all around Ao Tawhiti school sufficiently modulate the flow of traffic for the children. Not to mention that a slow speed zone for schools could be enacted along this particular segment if required. Because the traffic lights dictate that the flow of traffic is about 30kmph anyway at busy times, the biggest impact of the new speed limit will be during the early mornings, late nights and weekends, when the majority of this road is not frequented by pedestrians anyway. This is a useful arterial, particularly for crossing the city more quickly in those quiet times without having to divert right down to Moorhouse Avenue.	L	Ploen	
18184	Yes	Yes		Yes		David	Brinson	
17981	Yes	Yes	I strongly support a move to 30kph along St Asaph Street. Reducing the speed outside our facilities will provide a safer environment for our children (aged 5 to 18), their families and our staff. Roads outside schools can be dangerous for children particularly when children are arriving at or leaving school or crossing the road. This is particularly true on a street where there is a high volume of traffic and cars may be picking up and dropping off children. Coupled with this is the research that shows reducing vehicle speeds to 40km/h or less significantly reduces the level of injury if a child is struck by a vehicle.	Yes		Steven	Mustor	Ao Tawhiti Unlimited Discovery
18191	Yes	Yes	As a parent and teacher at Ao Tawhiti, I have serious concerns about students' safety on the roads, particularly the younger ones. Lowering the speed limit would help greatly.	Yes		Laura	Borrowdale	Ao Tawhiti
18197	Yes	Yes		Yes		Jade	Odering	Aotawhiti
18199	No	No		No		Lara	Flavell	
18206	No	No	To many changes for this old boy to keep up with. I will be spending so much time looking out for changes instead of watching traffic, pedestrians etc that I might run over some muppet who steps out at the wrong time. Sorry but this is just another reason not to go into the city (that I worked in for 45 years) any moor.	No	Bloody ridiculous, please let people exercise their common sense. Better not let any ambulances break the limit eh.	Bernie	Calder	
18208	Yes	Yes	Reducing speed makes for a safer and friendlier city that sends a clear signal that the road is to be shared by all road users.	Yes	Reducing speed is needed, especially around the ChCh Hospital Outpatients building - much safer to slow traffic down to 10km/h.	Ann	Vanschevensteen	Community and Public Health (CDHB)
18209	Yes	Yes		Yes		Laurence	Mote	

Sub. ID	30k	Gateways	Comments	10km	Do you have any comments?	First name	Last name	Org
18210	Yes	Yes		Yes	this would make an incredible environment here - I am a cyclist but I support this 10km per hour being for ALL traffic including cyclists and that should be very obvious	Sandy	Brinsdon	
18222	No	No		No		Matthew	Smith	
18223	Yes	Yes	<p>I would like to know how this will be enforced? I work in Hereford St, and have done for the past two and a half years and often find that while some cars drive at 30km/h people are being caught out by those that travel faster (50-60km/h) and by the congestion being caused by tour buses, goods and service vehicles and taxis (and obviously uber cars). In this time I have only seen 2 cars pulled over for speeding - I have a first floor view of the street from my desk. I would like traffic lights to react to speeding cars by the lights changing against them, as is the case in Germany and other parts of Europe where cities are people centric not car centric.</p> <p>This is complicated by the lack of pedestrian crossings in the central city, especially with the development of laneways changing people's desire lines and making traffic light crossings for pedestrians accessing laneways redundant.</p>	Yes		Jason	Leppens	
18224	Yes	Yes	Although I support this proposal, I can see no point in it as there appears to be no enforcement at all. The times I travel in these reduced speed zones, including road works & school zones, I am constantly being overtaken by vehicles oblivious to the posted speed. If this does go ahead then there needs to be an increase in enforcement	Yes		Geoff	Colvin	
18225	No	No	I only support the gateways if the extended 30km/h speed limit zone goes ahead as I think it is only fair to give drivers clear notice that they are entering a reduced speed zone area.	No	I have tried driving my modern manual geared car at 10km/h. The only way I can do this is to take my foot off the accelerator completely. My car after a short time feels and sounds as if it is going to stall. I drive regularly in a 30k/h area on Park Tce and feel that this speed limit is low enough.	Anne	Dobbs	
18226	No	No	Totally disagree with the 30km speed limit in any case, don't see it as a way to encourage more people from the suburbs into town, find the changing speed limits confusing, feel for the businesses with cycleways outside their doors, driving into the city for me is not a pleasant experience and I much prefer to stay away, plenty of choice elsewhere.	No	why not keep cars out altogether - easier than driving and trying to watch for pedestrians/cyclists also sharing the road, once again somewhere to avoid unless attending outpatients in which case it would be on foot/wheelchair.	Teresa	Johnson	
18228	No	No	It appears you're trying to keep people out of the city. Health & safety and traffic management gone mad, cones everywhere cluttering the roads and making driving hazardous.	No	Ridiculous. Ratepayers paying huge sums of money for such idiotic ideas.	Kath	Newton	
18229	No	No	Suggest 40 kmh for all. Traffic levels would be self policing, below that. In other cities that is the norm			Nick	Hunt	
18230	No	No	to many speed limits confuse people and restrict the flow of traffic	No		stephenie	Southard	
18231	No	No	You are trying to discourage anybody except walking or on a bike from going into our city. We will never recover if you keep doing	No	Same as above	Chris	O'Malley	

Sub. ID	30k	Gateways	Comments	10km	Do you have any comments?	First name	Last name	Org
			this. Roll on council elections. Too much spent on cycles lanes which are not being used hardly.,					
18232	No	No	The car is the only form of transport out here, and must be used for going to town. Central city is one of the most car unfriendly places I know. The cars flow slowly already the the centre. One hopes that Mr Osbourne & Ms Cotter do not use a car as they are trying to make our city carless and should stand by the rules they are trying to make.	No	10kms - really?? Just close the road permanently. If it is brought in cyclists should be fines as well.	Janet	Shepherd	
18233	Yes	Yes	Reduced speed zones in these additional areas will improve safety for everyone.	Yes	A reduced speed zone in this area will improve safety for everyone.	Hannah	Mulrine	
18234	Yes	Yes	I like the reduced speed limit around busy and congested areas.  I am a regular cyclist and lowered speeds help me feel a lot safer on (all) roads.	Yes		Jenni	Marceau	
18235	No	No	The 30 km/h zones are a ridiculous idea and their extension is even more ridiculous. Placing these reduced speed zoned on one way streets, streets specifically intended to improve the traffic transit accross the central city, is bad move and will only encourage people to keep away from the central city. Removal of all of the 30 km/h zones would be a much better idea.	Yes		Timothy	Allan	
18236	Yes			No		Patrice	Le Sueur	
18239	No	No	We need to clear traffic during busy periods and slowing it down will cause bottle necks. Need to keep main one way routes through the city at 50km.	No		Darryl	Chambers	
18240	Yes		I strongly support a move to 30kph along St Asaph Street. Reducing the speed will provide a safer environment for children and families. Roads outside schools - Ao Tawhiti will open in 2019, can be dangerous for children particularly when children are arriving at or leaving school or crossing the road. This is particularly true on a street where there is a high volume of traffic and cars may be picking up and dropping off children. Coupled with this is the research that shows reducing vehicle speeds to 40km/h or less significantly reduces the level of injury if a child is struck by a vehicle.  Thank you.			Jan	Fensom	
18242	Yes	Yes	I strongly support a move to 30kph along St Asaph Street. Reducing the speed outside our facilities will provide a safer environment for our children (aged 5 to 18), their families and our staff. Roads outside schools can be dangerous for children particularly when children are arriving at or leaving school or crossing the road. This is particularly true on a street where there is a high volume of traffic and cars may be picking up and dropping off children. Coupled with this is the research that shows reducing vehicle speeds to 40km/h or less significantly reduces the level of injury if a child is struck by a vehicle.	Yes		jonelle	matthews	Ao Tawhiti Unlimited Discovery

Sub. ID	30k	Gateways	Comments	10km	Do you have any comments?	First name	Last name	Org
18243	No	No	<p>As someone who works in this area and is here 6 or 7 days a week it is already very difficult to get around these streets and these proposals will only make things worse, not better.</p> <p>Every change that has been made so far (including down by the netball courts and all of St Asaph street) has made things more difficult for everyone. I cannot see how the council can say it is trying to encourage people into the city when it continues to make decisions that frustrate and discourage this. Yes, I am actually cyclist, and I cycle from the llam area to work in the hospital corner area most fine days but the so called improvements to cycle access have not actually improved things in this area, in fact I feel more unsafe now than I ever have, trying to negotiate my way around here. The St Asaph street cycleway in particular is terrible - I would rather cycle on the road to be honest!</p> <p>Re: 30 km roads in central city: When there is abundant traffic it does not travel very fast anyway, but when forced to go at 30 km/hr at times of the day when there is no other car in sight it is an exercise in pointless frustration. This has been my experience so far with this experiment and I am adamantly opposed to its extension.</p> <p>Yes I am a pedestrian, a cyclist and (occasionally) a driver. I am also a mother, and very safety conscious, but this proposal is, in my opinion, flawed. The benefits do not stack up against the disadvantages (and costs). Are we just trying to keep handing money to the people constructing these "improvements" (and to Wilson parking)? I do wonder if those in the council who keep adding more and more changes are simply trying to keep themselves in a job. Enough already!</p>	No	<p>Utterly ridiculous. How is it even possible to justify such a stupid idea. This is tantamount to a vehicle ban. As someone else said - lets get a flag bearer out in front of the cars as well!!</p> <p>If you are worried about pedestrian safety build a decent large hospital carpark where the old blue one was and put in an over bridge or tunnel</p>	Karen	Graham	
18244	No	No	No more slow speed limits. It's hard enough to get around at the moment without having to crawl through the streets.	No		Laura	Rickerby	
18246	No	No	I've lived in Chch city all my life, if you didn't laugh you would cry- the limping rebuild, road repairs and construction that never seem to end, thankfully we live in a democratic society thus the people who have made a absolute mess of our roads by slowing traffic in congested areas and squeezed out locals by putting in over priced cycle ways will be moved on ,	No		Tony	Brunton	
18247	No	No	it takes way to long to move through these places as is lowering the speed limit will only increase driver frustration and make things more dangerous not less	No	the current speed limit s more than slow enough the biggest problem is a lack of parking if you want to help make a parking building next to the hospital you can even charge for parking and use the money to support the hospital.	Benjamin	Denby	
18249	No	No		No		Sarah	de Lucchi	
18250	No	No	I thought the 1st 30km area was ridiculous and poorly thought out, this is just adding to the confusion of when we're meant to do 50km or 30km..... along with the narrowing of the roads it all puts people off going in to town. I feel so sorry for the businesses in town as	No	I've never had any problems driving around the hospital area so don't see a need for this	Tracey	Fowlds	

Sub. ID	30k	Gateways	Comments	10km	Do you have any comments?	First name	Last name	Org
			they must be struggling with the lack of street car parking and less people going in to town. The Villas has closed due to lack of patronage, how many others will close because of the anti car attitude in the center of town					
18252	No	No		No	Ridiculous idea.	Shaun	Davidson	Tait Communications
18253	Yes	Yes	I think that the 30km/h should be extended to all street where a heavy foot traffic can be expected such as outside schools, shopping centres and should be extended to all streets that are mainly dormitory/residential. This street (Balrudry) is a good example of where there is not need to exceed 30km/h and preferable it should be lower	Yes		Stephen	Howard	non
18254	No	No	Change the timing of the lights will do more than this.	No	It would be faster to walk!	Brett	Davidson	Davidson Family
18255	No	No		No		Alister	Dumbleton	
18256	Yes	Yes	As a staff member of Ao Tawhiti and a pedestrian, I strongly support the 30km St Asaph St proposal. The safety of our students, some aged 5 years old, is of paramount concern.	Yes	Common sense - some people will be incapacitated and will need more time to cross roads. Safety first.	Kirsty	McMillan	Ao Tawhiti
18259	No	No		No		Robyn	Winters	
18261	No	No	stop making christchurch city a non functionalbe city & get rid of the curb cycle lanes its just taking car parks away & making th streets so narrow for large vehicles. Not all obey the 30km limit any that is see on the city roads. its just a dum idea, sorry.	No	why make life so difficult. the concial has stuffed the city enough stop making it worse.	Don	Barnet	
18262	Yes	Yes	I strongly support a move to 30kph along St Asaph Street. Reducing the speed outside our facilities will provide a safer environment for our children (aged 5 to 18), their families and our staff. Roads outside schools can be dangerous for children particularly when children are arriving at or leaving school or crossing the road. This is particularly true on a street where there is a high volume of traffic and cars may be picking up and dropping off children. Coupled with this is the research that shows reducing vehicle speeds to 40km/h or less significantly reduces the level of injury if a child is struck by a vehicle.	No		Ian	Hayes	Ao Tawhiti Unlimited Discovery
18263	No	No	I do not have a problem with the previous 50 km/h speed limit, and see no need to expand the 30 km/h zone.  I manage a business in Stewart St. Your proposed gateway will cover our drive way. We, from time to time, have containers delivered to our property.  Signage would need to be placed so as not to cause interference issues with the container trucks, once you approve this plan.	Yes	Oxford terrace, with the changes made, is very restrictive for traffic. Extending the zone closer to the hospital will have no further affect on traffic flow but will aid slow moving hospital visitors	Michael	Pidgeon	
18264	No	No	If St Asaph Street had been better engineered there would be no need to extend the 30kph limit. The purpose of the one-way system is to allow for smooth traffic flow. The way that the engineering has been designed prevents that.  Roading engineers need to stick to their core skillset - designing roads fit for purpose.	No	They need to stop being social engineers intent on behavioural change.	Ross	Milne	

Sub. ID	30k	Gateways	Comments	10km	Do you have any comments?	First name	Last name	Org
18265	No	No		No		None	None	ABC Investments Ltd
18266	No	No		No	10K is so slow and no one will go 10ks that is ridiculous 30 yes but not 10 for carparks 10 is good but on the road doesn't make sense	Renee	R	
18267	Yes	Yes	Reducing the speed of cars is key to making the central city an attractive place for pedestrians, cyclists, and children.	Yes		James	Dann	
18268	Yes	Yes	As somebody who drives as much as using alternative forms of transport (walking, cycling) I am in favour of any measure increasing the safety of every traffic participant in the CBD. This measure will undoubtedly make the CBD safer. Given the amount of traffic, the speed limit will not impede the average speed of vehicles. Contrary to popular belief, and contrary to what I suspect a lot of submissions will say and what concerned riverains voicing their opposition in The Press say, a reduced speed limit does not always result in a reduced average speed or reduced flow of traffic; I suspect the council knows this, but it should be known that many citizens do too, they are just not always as vocal. Increased attractiveness of the entire CBD for walking and cycling will make it more likely that I and others will visit the CBD even more often and thus make it a more commercially viable location for businesses.	Yes		Jan	Bornheim	
18270	Yes	Yes	The proposed areas have a lot of foot-traffic during the day and much more in places at night. The Definitely makes sense.	Yes	It's right next to the hospital and connected to areas with very high foot and cycle traffic. Definitely a good idea.	Ezra	Sharp	
18271	Yes	Yes		Yes		Dan	Jakes	
18272	No	No		No		Anna	Benadie	
18273	No	No		No		Leon	Benadie	
18274	Yes	No	<p>Suggest that you EXTEND the Hagley Ave Gateway to go all the way down to the Moorehouse Ave intersection. Hagley Ave between Selwyn St and Moorehouse Ave is a high pedestrian area with lots of parking and residential properties - I can't imagine how traffic moves faster than 30km/hour down that piece of road anyway so why not just make it official?</p> <p>Antigua Street Gateway</p> <p>Antigua St is part of a major north/south cycle arterial between Beckenham and the central city. The cycle counter at the Antigua Street Bridge has been counting 1,000+ cycles per day, in winter with major works going on in the area.</p> <p>I do not like the cycle lanes being hard up against on street parking particularly as there is a proposed centre median strip which will squeeze moving traffic up against those lanes. This does not comply with the Council's own Cycle Design Guidelines.</p> <p>This could be made acceptable by the removal of 3-4 car parks and</p>	Yes		Chrys	Horn	

Sub. ID	30k	Gateways	Comments	10km	Do you have any comments?	First name	Last name	Org
			small kerb to separate the cycle lane from the traffic being squeezed against it.					
18275	No	No	I believe all the one way streets including St Asaph street should be 50km to help the traffic flow in, out, and through the city. other streets can be 30km if you must, but the main flows in and out of the city should stay 50km. I am against any gateway that reduces the number of lanes or removes carparks. Visibility of change in speeds (if you have to do this) can be done by changing the colour of the roading and painting the signs on that.	No	I'm not sure how a cyclist is supposed to know whether they are going more than 10km or not. 30km is a more realistic speed for both cyclists and vehicles	Michael	de Ruiter	
18276	Yes	Yes	<p>In response to your offer of 'have your say' review of speed limits in southern central city I would like to forward my opinion.</p> <p>Without the restrictions of budgets/planning/political agendas and existing commitments that the council operated within today as a resident there is almost no progress relevant in the development of the 'city'.</p> <p>To clarify this statement, without completing basic amenities like available free parking and traffic flow the restriction on speed limits and addition of cycle lanes is not relevant.</p> <p>Whilst I can appreciate that this statement seems a simple one, from outside of the council it is plain to see that since 2011 almost nothing has improved regardless of reasons given.</p> <p>In summary I do not believe that the restriction of vehicle access by narrowing traffic areas will improve the management of existing entering or leaving traffic and in fact will increase congestion, delays and accidents e.g. tail gateing.</p> <p>Speed limiting is fine but without traffic flow and parking the zoned areas will remain gravel and empty space.</p>	Yes		Steven	Hudson	
18278	No	No		No		Nathan	Crabbe	
18279	Yes	Yes	I believe more public places as well as residential areas should be changed to slow speed zones to make it a safer and more enjoyable environment for pedestrians and cyclists. It will make these new parts of the city a much more pleasant place to visit from our suburb.	Yes		Tobi	Wukff	
18280	No	Yes	I have zero faith and trust in anything this Council now does. I am an ex-central-city resident and have been quietly appalled at the utter cluelessness of the planning, the build, the delivery and the results of most of the central city efforts. This proposal is simply another nail in the Old CBD coffin. I have zero interest in wasting further electrons, so just go ahead and do what you have been doing for the last decade: whatever the latest fad-du-jour served up by unelected staff has been proposed. Public consultation on stuff like this is a sad joke: we all know it's ignored and the proposal will proceed on the tracks thoughtfully laid out in front of it regardless	No	It's much too fast: and needs a person with a red flag unicycling in front of every vehicle that comes along.	Wayne	Findley	



Sub. ID	30k	Gateways	Comments	10km	Do you have any comments?	First name	Last name	Org
			of anything anyone replies to. The Old CBD will eventually recover from this assault but it will take a generation or two. Kia kaha.					
18281	No	No	People are already frustrated with 30km limits and really wide cycle ways and myself I can not see the sense in trying to attract people to town with restrictions like these	No	If this is going to happen why not make inside the four avenues vehicles free because people are going to even more stay away than be attracted to the city with more restrictions such as these	Steve	James	
18282	No	No	It seems clear from the documents provided that the proposal is ideologically driven, by inexperienced town and traffic planners, and with no proper consideration of the long term future of the centre city as useful place to live, work and visit.	No	It seems clear from the documents provided that the proposal is ideologically driven, by inexperienced town and traffic planners, and with no proper consideration of the long term future of the centre city as useful place to live, work and visit.	Harry	Stronach	
18283	No	No	You are trying to encourage the occupation of inner city yet are changing the rules to discourage people entering it	No	Cant see why this is needed	Kevin	Coutts	
18285	No	No	its already confusing what the speed limits are in town so stop making it worse with the changes	No	this is a public road not a car park. the fact that push bikes already go 30kmph is indicating that this is a silly idea  the existing 10kmph area should be put back to 30kmph. I don't even think cars roll at such a low speed with the automatic's nowday	jonathan	gage	
18287	No	No	Don't you guys think you've destroyed the CBD enough by now let alone extending the ridiculous 30kph zones that only a small amount of the population of Christchurch agree with?	No		David	Cowie	
18288	No	No	Just another reason for ppl to avoid the city instead of making it easier for ppl to come in. only very few inner streets need 30km.			Crystal	Dodd	
18289	No	No	The 30km speed limits impede traffic and make people avoid the city. I don't support the 30km speed limits that are in place currently or any extension of those.	No	The 30km speed limits impede traffic and make people avoid the city. I don't support the 30km speed limits that are in place currently or any extension of those.	Emily	Snith	
18290	No	No		No		Scott	Ogilvie	
18291	Yes	Yes		Yes		Beverley	Horn	
18292	Yes	Yes	Please make more areas in Chch a 30km zone. Especially around schools and shops (avoid using the 40km/hr).	Yes	Can we please have some more bumps or road structures that actually force people to slow down?	Anouk	Minnaar	
18295	No	No	Creating bottlenecks is not a solution, noise is a higher problem than speed	No		Rodrigo	Perez	
18296	No	No		No		Ana Rubi	Panduro	
18297	No	No		No		Jason	Middlemiss	
18299	No	No	This proposal will impact on ambulances trying to get to the hospital by slowing all the traffic down in streets that have already been narrowed by addition of cycle lanes. This means that other traffic has got no way of clearing a path for the ambulance to get through quickly, thus reducing ambulances speed to 30km/h also.  Also the gateways will further reduce already limited on-street parking by a further 5 spaces.	Yes	This will match up with the existing slow zone along the Avon River Precinct in an area that will have heavy foot traffic. It will need to be enforced rigorously - especially targeting bicycles exceeding the 10km/h speed limit.	David	Collins	

Sub. ID	30k	Gateways	Comments	10km	Do you have any comments?	First name	Last name	Org
18300	No	No	When will this madness stop? I am strongly opposed to any extension of the slower speed limits in Christchurch. Your concept of a pedestrian and cycling utopia in Christchurch is fatally flawed and of no use to me with damaged ankles and knees so I depend on a car to get around. The further reduction of speed, (not to mention the reduction of central city parking caused by the endless cycle lanes) will just continue the demise of the central city, (As the recent report shows -people aren't interested in living in central Christchurch in Apartments). End the madness. No more reductions in speed limits.	No	When will this madness stop? I am strongly opposed to any extension of the slower speed limits in Christchurch. The lack of parking near the hospital is the root of all problems in this area, not the speed of passing traffic. You would do better to concentrate on fixing the parking problem rather than reducing cars to a crawl. What next - do you plan to require each vehicle to have a person walking in front with a flag to warn the cyclists and pedestrians of oncoming cars? Your concept of a pedestrian and cycling utopia in Christchurch is fatally flawed and of no use to me with damaged ankles and knees so I depend on a car to get around. The further reduction of speed, (not to mention the reduction of central city parking caused by the endless cycle lanes) will just continue the demise of the central city, (As the recent report shows -people aren't interested in living in central Christchurch in Apartments). End the madness. No more reductions in speed limits.	Mike	Sheppard	
18301	No	No		No	Not required. Please start spending money on what is needed. I don't believe this should be high on the priority list given the current state of the city.	Katie	Luckman	
18304	Yes	Yes	The upgrades to St Asaph St already work in favour of slower speeds so reducing them is appropriate. It should be ensured that all traffic lights are timed appropriately for the slower speeds to give incentive to travelling at the speed limit.	Yes		Sally	Hayward	
18309	No	No	The rationale and evaluation criteria for these changes have not been adequately explained.  Also, limits should be set for cycles in most areas, particularly those shared with or crossed by pedestrians, and for two-way cycle lanes without median dividers. Some European cities restrict cycles to 10 or even 5km/h - I tried to include an image of this, but your system will only accept documents.	No	Have you ever tried to drive at 10km/h? It's damn near impossible, particularly in traffic. 15 is about the slowest you can practically go. Try it.	David	Provan	Private
18313	No	No	The 30km/h speed limit is an absolute joke, your ruining the cbd and making it a nightmare to access by car	No	Truly ridiculous!	Dylan	Watson	
18316	No	No	existing lower speed limits are a disaster, and are a big factor in my choosing to avoid going into the city.	No	Rediculously low!	Colin	Notley	
18319	No	No	St Asaph Street is a major cross city route both from East but also from South off Montreal. The current 30km zones are already splitting the city. Causing inconvenience, and discouraging business in areas like Sydenham. Don't just think about the central city which is vacant at the moment anyway. Think of the wider city and how it needs to act and remain as one to prosper.	Yes	Outside Outpatients is okay, and on Oxford Terrace between Lichfield and Herefore. Otherwise inappropriate.	Richard	Clark	
18320	No	No	Such speed restrictions gateways and raised kerbs in road ways are cluttering passageways and confuse drivers, especially visitors to our city. We have pedestrian crossings and appropriate controls to manage the interaction of traffic with pedestrians	No	When I observe cyclists and pedestrians, common sense prevails around traffic and it is not necessary to enforce a 10km speed limit in such areas.	Grant	Osmers	

Sub. ID	30k	Gateways	Comments	10km	Do you have any comments?	First name	Last name	Org
			This council has cluttered the city with expensive cycle ways etc that are not utilized as they were anticipated and most conversations I have had feedback with the regard of these facilities reflect my opinion in that CCC have got it wrong and wasted millions of dollars that could be spent on infrastructure like maintaining our water without the need for chlorination !					
18324	No	No		No	Beyond ridiculous! This council is choking our city. Stop over thinking. Keep the streets wide and clear from concrete obstructions and over signage. Perhaps consider a caution/slow zone, but keep realistic speed limits and treat people like adults who can exercise caution.  I've lived in Christchurch all of my life and I'm disgusted in the state of our city. I avoid it at all costs and will contribute to boycott. Not everyone can or wants to ride a bike!!!	Anna	Milroy	
18327	No	No	Oh my goodness. I avoid going to town at all cost. I use to enjoy going down town before the earthquakes and now it is a nightmare. The speed needs to go back to 50kms. I have no idea why you are wanting to make people go at a snails pace. Do cyclists have to adhere to the 30 km or 10km speed limit. I doubt it. Trying to get around the central city is a joke. Who came up with this crazy idea!!! there are so many traffic lights, concrete curbs, limited roads to turn right on down Manchester St, and I have to add so many kilometers to my trip trying to find streets to turn on so that I can get to my destination. Please do not extend the snails pace around town. You would also be hard pressed to find people who actually adhere to the new speed limits anyway.	No	No, no and no. What a joke this would be. Do you want the town to be at a standstill. I doubt anyone would ever go 10kms in the zone.	Lesley	McLachlan	Ms
18330	Yes	Yes		Yes		Adrian	Price	
18331	No	No	Narrowing the road will make it even more dangerous for cyclists	No		Stephen	Roberts	
18332	No	No		No		Pam	Homer	
18333	Yes	Yes	Ao Tawhiti students need to be safe on St Asaph street - use of paving materials to remind cars they are entering city zone would also be good.	Yes		Braden	Faavae	
18334	No	No		No		Pip	Keenan	
18337	No	No	St Asaph is a one way street to EAST to WEST across the city.  There should be no more impediment to the follow of traffic into and out of the city. These sort of restriction are driving business and people out of the city.	No	This will slow down the flow of traffic even more.  Do you people to come into the city.	D	Maginness	

Sub. ID	30k	Gateways	Comments	10km	Do you have any comments?	First name	Last name	Org
			I am now doing most of my business and entertaining in the suburbs.					
18338	No	No		No		Andrew	Allen	
18339	No	No	Traffic Flow into and around the city is already appalling,  I work in the city and get Customer Feed Back regarding this & the Parking (also appalling) is not good,  Reducing the speed limit will make this WORSE!!  The changes to the city are making it more & more Difficult to access the city is discouraging People from coming to the city	No		Jeff	Peacock	
18340	Yes	Yes	1. I thought St Asaph was already 30km/hr. The lights don't let you go any faster!  2. Put a gateway (orange visual markers) on Durham St South to - be consistent. If that is the visual symbol do it at all the entry & exit points.	Yes	Submitter has ticked Yes and No boxes with the comments below:  as long as there is plenty of (large) signage/warning even then I'm a bit dubious. Won't 30km be as effective? (and a lot less hassle for drivers). This is a main road after all  Scrap that the answer is Yes. I was confused about the outpatients building, thinking it was Riccarton Ave. If you'd said the "Hospital on Oxford Terrace" that would have been more helpful. I'm sure I won't be the only one confused.	Chris	Cullen	
18341	No	No		No	The existing 30 kph zones cause traffic to back up behind them as they enter that zone thus making it even harder to enter the flow from another angle. A 10 kph zone will make this even worse. Multiple speed zones make it harder for pedestrians to assess safe crossings (Am I in a 50 30 or 10 kph zone?)	Stewart	Gavin	
18342	Yes	Yes	cut back the bicycle curbing on the corners of St Asaph St so buses can turn without taking up 2 lanes to do so!  Cyclists to stop 5 metres back from the corners would fix the problem for everyone with minimal cost to ratepayers	No	20 KMS is absolutely slow enough!!  (would support that)  Other feedback:  1. Sell all assets down and invest in covered stadium with pull out field to maximise visitors to grow the city  2. Get the pool complex built also.  3. Councils role is to run the city - not have assets Selling the assets will provide critical growth this city needs by investing in a State of the Art multi use Stadium. The end result the city will grow	Philip	Lindsay	

Sub. ID	30k	Gateways	Comments	10km	Do you have any comments?	First name	Last name	Org
					faster with more ratepayers to help fund these projects!!  4 Councilors with business knowledge and skill would be a massive plus to get things moving.			
18343	No	No	<p>1. The CBD is getting harder to navigate as it is.</p> <p>Embarrassing to see Crusaders on TV stating they took a wrong turn and took 20 min to get back on track - this is typical of CBD traffic management.</p> <p>2. We have worked on St Asaph Street for 10 years now - we have not seen or heard issues created by speed.</p> <p>Cycle lanes cater for the handful of bikes. Step off zones make it easier for pedestrians to cross the road.</p> <p>3. Can CCC supply data on how many pedestrian or other accidents on St Asaph St were caused by motorists travelling at 50 km/hr? Do not include cars speeding - as if they speed now - they will speed @ 30 km/hr.</p> <p>4. "Our" street has had so many road work since the EQ - enough is enough.</p> <p>5. St Asaph St is too narrow as it is - these "gateways" will just make things worse.</p> <p>* Please listen * Hear us!</p> <p>Other feedback:</p> <p>We have done this feedback before. Council did what they wanted to do - ie. You do not listen.</p> <p>99% of everyone I speak to believes our CBD is INACCESSIBLE! These changes won't help.</p> <p>I spoke to friends from Rolleston - they no longer come into the CBD - this is not conducive to re-invigorating our city.</p> <p>Teresa McCullum (CCC - Smart Cities) has Bike/Pedestrian/Car counts for St Asaph Street. Cars far out weigh pedestrians - and pedestrians far out weigh bikes. Use DATA.</p>	No		David	Proud	
18344	No	No		No	It works fine the way it is! People are morons when driving anyway, this will make it even worse, and just another revenue gathering area for police to monitor....	GRACE	SULLIVAN	

Sub. ID	30k	Gateways	Comments	10km	Do you have any comments?	First name	Last name	Org
18345	No	No		No		Cameron	Macgregor	
18346	No	No	<p>The low speed limits are killing the city by increasing travel times and with limited parking we keep out of the city and now go to the malls.</p> <p>The narrowing of the roads are also frustrating driving in the city. Businesses will look to go elsewhere to attract customers. This is starting to happen now.</p> <p>Keep with the 50Km/h limit.</p>	No	<p>It will create traffic jams by slowing the traffic and there is no good reason to do this.</p> <p>Keep with the existing speed limits.</p>	Kevin	Sibley	
18348	Yes	Yes	As owner of 174 St Asaph Street I wholeheartedly support this change which I believe will improve pedestrian, cyclist and driver safety and make St Asaph Street a more user friendly pedestrian environment.	Yes		Brendan	Chase	
18349	No	No		No		Murray	Gain	
18350	No	No		Yes	<p>Other feedback:</p> <p>REMOVE CYCLE CURBS FROM CITY STREETS THEY ARE A HAZARD FOR BOTH BIKES &amp; CARS</p> <p>PAINTED LINES ARE SAFER</p>	Richard	Field	
18357	No	No	The layout and changes to the roads in Christchurch has impacted on all businesses in Christchurch. Unless you work in town there is no reason to go in. I am coming up to 70, walk dogs and I struggle with cyclists using the narrow footpaths, at speed with complete disregard to anyone other than themselves.	No	Try getting the pedestrians and the cyclists to walk cycle with out ear buds in so they are more aware of there environment. Maybe then they will not walk out in front of cars.	Mary	Kelman	
18358	Yes	Yes		No	Ridiculous. Cars will stall and cause mayhem.	Joan	Love	NA
18364	No	No	Coming into town is already a headache due to the ridiculous amount of curbs and cycle lanes which has reduced space for vehicles and parking. These proposals will certainly not help encourage people into town.	No	It's a main thoroughfare into the city so 10 km will just be a dawdle.	Lee	Barrett	
18365	No	No		No		Zoe	Clearwater	
18366	No	No	There already is not enough on street car parking in the CBD, losing more to add in gateways will be a deterrent for many going into the city.	No	It will cause pedestrians to take unsafe risks when crossing the road.	Aimee	McKenzie	
18367	Yes	Yes		Yes		Eve	Welch	
18368	No	No		No		Terrance	Gills	
18369	Yes	Yes	I am one of the many people who frequently cycle through this area and it would feel much safer if it was 30km. I'd also feel more confident cycling with my children in the weekend.	Yes		Anne-Marie	Robinson	
18371	No	No	Stop with this 30km/h crap, nobody drives 30 in these zones anyways and its a joke at this stage. Put this time and resources into more important factors like improving public transit so people dont need to drive into the city in the first place.	No		Jeff	Broad	
18372	No	No	<p>CBD in Christchurch is very stop start with all the stupid cycle ways impeding into traffic lanes ie St Asaph Street.</p> <p>What has been done to the CBD has made traffic flow a lot worse and very frustrating and will cause problem.</p>	No	Why change something that isn't broken and it will only cause further frustration with traffic/pedestrians etc.	Wendy	Higgs	

Sub. ID	30k	Gateways	Comments	10km	Do you have any comments?	First name	Last name	Org
			Why was this done ?? why change something that isn't broken					
18374	No	No	See my comments below.	No	<p>This is a joke! 10kph is a totally unrealistic speed limit to police.</p> <p>Firstly, most vehicles I have driven don't have a clear 10kph limit on the dashboard which you can just glance at whilst keeping your eye on the road and your peripheries which means more drivers will spend more time with their focus on their dashboard and speedometers trying to maintain the 10kph you plan on implementing which will likely increase the number of near misses and actual accidents as drivers attempt to avert speeding tickets for what can only be described as trying to obtain the impossible as opposed to focussing on what is happening around them, outside their vehicle!</p> <p>So whilst potentially the level of injury might be less should an actual injury occur, I feel there will potentially be more incidents.</p> <p>Secondly, the banker in me sees this very simply as a stealth tax, a simple method through which the CCC can revenue boost and attempt to restore a beleaguered budget, targeting the pocket of the very population that voted them in.</p> <p>Thirdly, have you considered that cyclists on average pedal faster than 10kph, segways have a max speed of 20kph, mobility scooters up to 11kph with newer ones being introduced with speeds up to 30kph and electronic scooters can travel up to 35kph. Now correct me if I am wrong but how many of these motorised vehicles that currently share the pavement with pedestrians have speedometers, accurate ones at that which will enable the CCC to fairly police this new speed limit that will stand up in a court of law?</p>	Emmeline	MINTO	CDHB

Sub. ID	30k	Gateways	Comments	10km	Do you have any comments?	First name	Last name	Org
					<p>I personally feel that before you introduce more ill thought out ideas you should concentrate on ironing out the problems that are occurring from your recent changes and additionally areas you seem to refuse to want to address.</p> <p>The one that irks me the most is a lack of visible road markings. Can the CCC please invest in using a quality paint for marking the road lanes and road signage etc that's actually visible to drivers, pedestrians, cyclists in the dry summer months and for the rest of the year, the dark and the wet! Because we don't live in the desert, we get a lot of rain and the council has a responsibility to ensure our roads are safe. And you could start by ensuring that drivers can see the road markings in various weather conditions, not just fine weather. This will hopefully result in less erratic driving secondary to drivers suddenly realising they are in the wrong lane and making unsafe lane changes which will also hopefully reduce near misses/actual accidents. And for those that continue to drive erratically, it can be squarely rested on their shoulders when the policeman pulls them over for driving with undue care and attention.</p> <p>Please take a long hard look at your recent road layout changes, the light sequences that leave pedestrians standing alone and vulnerable in the dark waiting for several changes in the vehicle traffic lights before they get a pedestrian light which is only long enough to give them time to cross into the middle reservation whereby they have to wait again, depending on the time of the day/eve, for several more vehicle light changes before they can safely move from the centre of a six lane carriageway to the other side of the road and continue their journey! For your information I am referring to the pedestrian lights on Moorhouse accessing Grove Rd which have left me, a sensible middle aged, life loving medical professional debating whether to take a chance and beat the traffic on numerous occasions!</p>			



Sub. ID	30k	Gateways	Comments	10km	Do you have any comments?	First name	Last name	Org
					<p>Likewise the same location but using the bicycle lanes, the cycle lights after 7pm work erratically again leaving cyclists to take chances with the traffic or as I ended up having to, use the pedestrian light from Moorhouse to Lincoln Rd and then chance the Lincoln Rd traffic to cross into Grove Rd.</p> <p>Furthermore, whilst we are on the subject of traffic lights, the ones on St Asaph and Antigua are just plain dangerous. I am just waiting to read of a fatality that has occurred at that intersection in the papers, it's only a matter of time.</p> <p>In the space of just two days, I witnessed 4 near misses, on day two these all occurred in the space of 5 minutes!!! On both occasions, drivers mistook the green bicycle filter, exactly the same colour green in same size/shape housing as vehicle light, the second driver mistook the green pedestrian light, again exact same colour, size/shape housing as vehicle light. It was an easy mistake to make and the fact that 4 separate drivers have made the same mistake indicates to me a serious flaw with the set up of these lights. But what amazes me with all your let's make Chch roads safer and given the number of pedestrians being hit or having near misses whilst crossing legitimate pedestrian crossings is that you are still installing shared passage signals whereby pedestrians and vehicle filter lights are green at the same time!!!!!! If these shared lights were outlawed you have already decreased the risk factor of a potential accident/fatality. Its not rocket science.</p> <p>I have taken a lot of time from my day today when I could be studying in a bid to improve my practice to help you improve yours so I really hope that I will receive some good solid feedback from the points I have made and I sincerely hope that some of these basic fixes can be considered and implemented to make Christchurch roads safer for</p>			

Sub. ID	30k	Gateways	Comments	10km	Do you have any comments?	First name	Last name	Org
					everybody and consequently prevent fewer people having to be looked after by me and my colleagues.			
18375	Yes	Yes		Yes		Anna	Tuck	
18376	Yes	Yes		Yes		Hayden	Bowen	
18377	Yes	Yes	<p>The gateways are an excellent idea to more clearly signal the changes to the safer speed zones.</p> <p>I also support extending the lower speed limits to the majority of inner city streets, however I believe that this should be offset by changing Montreal and Durham back to 50 km/h. The reason for this is that I would like to see slow access-only traffic on most streets, by designating main north-south routes as a higher speed encourages drivers to use them preferentially thereby making other streets (i.e. Colombo) safer due to the reduced traffic.</p>	No	I don't think 10 km/h is a practical speed to drive at (first gear, slow idle?) - a better method of slowing drivers is by narrowing lanes, making it a shared zone etc. Auckland's Fort St is a good example of where changing the street landscape can slow drivers without enforcement - my experience is that generally drivers slow right down there. The University of Canterbury's Arts road is a good example of where using 10 km/h signs without changing the streetscape renders the signs ignored - I don't think I have ever seen anyone slow to 10 km/h (although that may be to do with the contradictory speed limits through various sections).	Dane	Hart	
18379	No	No		No		Richie	Biddles	
18383	No	No	There is no actual quantitative data clearly supporting the reduction of a speed limit from 50 km/hr to 30 km/hr for reducing vehicle/vehicle or vehicle/pedestrian interaction, in a city streetscape environment. Therefore, there is no demonstrably transparent reason for such a reduction and it should not proceed.	No		Gordon	Ashby	
18388	Yes	Yes	<p>the concern I have in new roading and maintaince is the over staffing. it make me and my Partner so angry wene we see staff standing around doing nothing. Plus on a Sunday. theirfcre wages are sky high. We are self employed people and this gross money grdbbing to our country is discusinting.</p> <p>Plus these jobs should be filled with N.Z ers.</p> <p>needs tighter control in wasting our taxes.</p> <p>Other feedback:</p> <p>the road to Kaikour is going well. But do we have to have so mush staff on a Sunday standing around. grrrr.</p>	Yes		K	Blackmore	
18393	No	No		Yes		Alistair	Smith	
18394	No	No	The 30kmh speed limit is too slow - it should be 40 km/h anyway. Extending it makes it even more difficult to get around the city	No	<p>Are you trying to get rid of cars out of the city completely? Do you want to go back to when someone with a flag had to walk in front of a car?!!</p> <p>I ride a bicycle to work and have no issues with traffic with the cycle ways available. When I drive I find it very frustrating driving at 30k. Particularly at night when I am the only person on the road.</p>	Christopher	Graham	
18399	No	No	I understand the reasons behind lowering speed limits in some areas, but the reduction to 30kms/hr on Montreal St which is a one way system and should keep traffic flowing is a disaster and has	No	Stop reducing traffic flow as this is not helpful!!	Linda	Mentink	

Sub. ID	30k	Gateways	Comments	10km	Do you have any comments?	First name	Last name	Org
			become more of a bottle neck than a help and frustrates many drivers I have spoken to. So to increase 30km zones in the inner city is just going to cause more issues than it will help!!!The one way systems, at the very least, should be 50km zones so that drivers trying to traverse the city in a timely manner can do so.					
18401	Yes	Yes	Good idea, and I like the addition of the gates to make it clearer when you are entering the slow CBD area, as at the moment it's not very clear.	Yes	Seems sensible, these streets aren't used as arterial routes anymore so might as well make them safer for pedestrians and cyclists. I would like to see clear, or clearer signage indicating where cyclists can/should go, and also indicate to pedestrians that they should keep left to allow cyclists to pass on shared foot/cyclepaths	Duncan	Henderson	
18402	No	No	<p>Please don't do this! The existing 30kmh zone is bad enough as it is. Cars are part of a normal urban setting, it's both unnecessary and hassling to the public to impose such speed limits. I'm totally unconvinced the existing speed limit has improved anyone's safety and now you want to widen it.</p> <p>1. Please give the public data to support the assumption that this actually improves safety. There is no way to even tell yet, because throughout the time it's been in place - most of the streets are either closed or half closed or narrowed down with orange cones for road works. You haven't even properly trialed it in a normal setting.</p> <p>2. During daytime, even with a normal 50kmh limit, in the center, the effective speed would be much lower, because of natural congestion with people parking and looking for places and traffic lights etc. Which is fine. But when a street is clear - how is a 50kmh limit endangering anyone walking on the pavement properly? Or perhaps the problem is half the pavements are closed for works? Why don't you finish the works first and then decide?</p> <p>3. During night time, there is absolutely no need for the 30kmh limit even where it does exist, yet it potentially makes a lot of people criminals for trying to get anywhere in the city in reasonable time when the streets are empty. Again, this is not making anyone safer, and is hassling people who are trying to enjoy the city and what (little at the moment) it has to offer. If you keep hassling people like that - business in the city will also suffer.</p>	No	<p>4. A 10kmh speed is completely ridiculous. It's hard to maintain such slowness in a parking lot, let alone on an actual street when you are actually trying to get somewhere and some people actually have no choice but to travel to and from and around the hospital. There is absolutely no need for such exaggeration! It is not supported by any sort of data on real life accidents or near-accidents that are speed related. What accidents exactly have occurred at speeds above 10kmh but below 30kmh around the hospital in recent times?</p> <p>I think all this is a figment of someone's imagination trying to appear very righteous for "improving the safety" in the city while forgetting that at the end of the day they, too, have to get into a car and go home.</p>	Sarah	Livne	
18404	Yes	No	<p>I am in favour of an even bigger 30km/h speed limit zone to include narrow streets (such as Welles St, Allen St, Walker St, Bath St) and Madras St (Ara Campus: lots of students crossing). How about a 30km/h within the whole of the four avenues?</p> <p>I do not support the proposed gateway on Antigua St: it makes cycling more dangerous between the narrowed road and the adjacent on-street parking. Better to remove the on-street parking</p>	Yes	Lower speed = safer for everyone	Alice	Terrien	

Sub. ID	30k	Gateways	Comments	10km	Do you have any comments?	First name	Last name	Org
			where the build-outs are to avoid cyclists being hit by car door openings.					
18408	No	No	This just creates even more traffic jams. We do not have a decent public transport system like large overseas cities, 30km/h should not be the speed limit for any of our roads.	No	This just creates even more traffic jams. We do not have a decent public transport system like large overseas cities, 10km/h should not be the speed limit for any of our roads.	Kim	Lynskey	
18411	No	No	Why make it 30km/hr when safe school zones at 9am and 3pm are 40km/hr? Why build a gateway? Just put up signs, save some money.	Yes	Makes sense if there will be a lot of pedestrians walking between buildings.	Katherine	Hooper	
18420	No	Yes	Cyclists constantly have issues with cars turning left from St. Asaph St onto other streets, too many near misses and very close calls. The cyclists are also too far from the road and the individual traffic signal for cyclists cause confusion with left turning arrows. The concrete separations do not have reflective lights on either so are a hazard at night time for cars and pedestrians.  If anything, St Asaph street has been made worse with the cycle lane being separated and the narrowing of it as any cars turning off St Asaph hold up all the cars behind them, there is no way around them.	No	Is 10 kph really necessary? What are the accident percentages or data showing its working?	Daniel	Harris	Motorcycle Imports
18421	No	No	The current 30 kmh speed limit is unworkable and hardly observed anywhere.  Rather than extending it, the limit should be uniformly raised to 40 mph and then enforced.  Vehicle users who pay the road user tcharges are seriously disadvantaged, and the rare phenomena of a cyclist proves your whole concept is ideologically driven and divorced from reality.  These proposals will further kill off the inner city which is in dire need of rescuing.  I am 82 years old and I fail to see this as progressive thinking.  Please listen to the people who matter, and help to keep the city alive!	No	For a small enclosed area this is reasonable but should be not less than 20 Kph.  10 kph is unworkable.	Edward	Matla	
18423	Yes	Yes	I have two reasons for supporting the extension of 30 km speed zone. Firstly the evidence is unequivocal that pedestrians have an exponentially higher chance of surviving a vehicle collision at 30kmh than at 50 kmh, and data from the existing zone supports that. Secondly, as a regular user of the St Asaph street cycleway, I find I have to pedal flat out to cross the Colombo St and Durham St intersections before the cycleway lights change. A slower speed limit on St Asaph street would make it easier to ride the "green wave" as a cyclist.	Yes		Christopher	Owen	
18427	Yes	No	I would prefer that the 30kph zone started at Moorhouse Av	Yes		Martin	Fraser	
18429	No	No	Congratulations on destroying our city, the streets have become too narrow for safety, I now avoid the central city and use the suburban Malls	No	Keep the status quo, or is it the councils plan to kill off the central city	Jim	Stokes	

Sub. ID	30k	Gateways	Comments	10km	Do you have any comments?	First name	Last name	Org
18432	Yes	Yes	A slower speed zone encourages walking and other forms of active transport in the central city, while decreasing traffic congestion in this area. What's already happened is great, and more sounds brilliant!	Yes		Conal	Boland-Bristow	
18433	No	No		No		Hannah	Comyns	
18422	No	No	Please note an error in my submission made yesterday which I ask you to correct.  I asked for the 30 kph to be changed uniformly to 40 mph.  THIS SHOULD HAVE BEEN 40 KPH.  I apologise for this typographical error which gives quite the wrong impression.  Thank you for attending to this.	No		Edward	Matla	
18437	No	No	It is destorying our city and reducing people's desire further to be in the city esp the disabled and elderly	No	Common sense is needed without enforcement	Sharmaine	Dale	
18439	No	No		Yes		Robert	Wright	
18440	No	No		No	Reducing speed limits is only going to cause traffic congestion to build up. How will you police it, never see Traffic police when you need them or are you going to use this 10km/h as revenue gathering. Inner city streets are a complete nightmare due to poor planning so why add to the problem.	Wendy	Rushworth	1955
18441	Yes	Yes		Yes		Matt	Parkes	
18450	No	No	Other feedback:  You have already made St. Asaph St. dangerous to drive down and park on so 30kph won't make a lot of difference. Talking to police they are not much interested in policing the 30kph anyway. As for Oxford Tce/Durham to 10kph why don't you go to the next step straight away and just close it off. Nobody is in agreeance with what you have already done but you seem to be on this ridiculous Copenhagen agenda regardless of any public opinion. Hornby, Palms, Westfied, and Northlands Malls are expanding at the expense of the Inner city which is never going to recover with CCC current agenda regarding transportation.	Yes		Peter	Brixton	
18454	No	No	Why is this proposal being put up again? It's only two years since an almost-identical version was "overwhelmingly" rejected by ratepayers ( <a href="https://www.stuf.co.nz/the-press/news/82809894/christchurch-city-council-committee-votes-not-to-extend-30kmh-cbd-speed-limit">https://www.stuf.co.nz/the-press/news/82809894/christchurch-city-council-committee-votes-not-to-extend-30kmh-cbd-speed-limit</a> ). Yet despite it having been made crystal clear that ratepayers do not want a bar of it, the proposal has now reappeared. Why? Some specific objections (in addition to whatever I said two years ago): <ul style="list-style-type: none"> <li>The proposal is dishonest: it neither mentions that it's recently been considered and rejected, no, more importantly, does it provide any indication of what has changed to justify putting it up again.</li> <li>The proposal is inadequate: offers no justification for the changes, other than the usual hand-wringing about "safety". It provides no</li> </ul>	No		Glenn	Boyle	

Sub. ID	30k	Gateways	Comments	10km	Do you have any comments?	First name	Last name	Org
			<p>evidence that there is currently a safety problem, or that the recommended changes will in fact improve safety. It also forgets that life is about sensible management of risks, not some futile, tilting-at-windmills, attempt to eliminate risk altogether.</p> <ul style="list-style-type: none"> <li>The proposal is incomplete: it makes precisely no mention of its costs. One obvious consequence is that traffic will simply divert elsewhere, to the detriment of CBD businesses. The council may believe that this will be offset by increased non-vehicular traffic, but the evidence to date suggests this is, well, optimistic.</li> <li>The proposal is factually wrong: while the official speed limit along St Asaph St may be 50 km/h, the council's traffic engineers have set up the light system so that it is actually much closer to 30km/h in practice, except for the last block between Antigua St and Hagley Ave. A far better idea would be to remind these engineers that one-way streets exist for the purpose of moving traffic and that the lights should be re-calibrated to allow for 50 km/h along its entire length.</li> <li>The proposal is unenforceable: who, for example, is going to waste time and money checking traffic speeds on short stretches of Antigua, Montreal and Durham just as they approach St Asaph? All this does is create a hugely-confusing mish-mash of speed limits that will further push the CBD into an inaccessible crawl. In short, this proposal should meet the fate of its recent predecessor. And it should not be resurrected.</li> </ul>					
18457	No	No	We cannot go much faster than 10KPH anyway, this will cost hundreds of thousands of dollars to change	Yes	as above	natalie	conley	Ara institute of canterbury
18458	No	No	Yes, I think the Council needs to think very carefully about traffic policies. The businesses in the Central City are struggling and every policy that limits access to the city by car, impacts on business.	No	As abovementioned....Clients and customers will stay away from the Central City with all the restrictions for commuting with a car. Businesses are closing down, as they are just not getting customers.	Anna	Middlemiss	Ara Institute of Canterbury and rate payer
18463	Yes	Yes	I strongly support a move to 30kph along St Asaph Street. Reducing the speed outside our facilities will provide a safer environment for our children (aged 5 to 18), their families and our staff. Roads outside schools can be dangerous for children particularly when children are arriving at or leaving school or crossing the road. This is particularly true on a street where there is a high volume of traffic and cars may be picking up and dropping off children. Coupled with this is the research that shows reducing vehicle speeds to 40km/h or less significantly reduces the level of injury if a child is struck by a vehicle.	Yes		Briana	Weaver	Ao Tawhiti School
18464	No	No	If you actually want people to come into the city? then let them come. Because of poor planning in the past CHCH people drive...we have cars...not snail shells...we don't want to crawl into the city centre, to be frustrated by the slow-ness of it...to be bemused by the different speed zones...to be ticketed by not knowing the different zones, limited, speeds (unless that is the motive). These areas are not high pedestrian areas, so why?? If you have ever driven down Montreal Street, you may know that driving 30km is almost impossible, and totally impractical because you WILL get	No	Again, WHY?? its hard enough driving around there as it is...its not as if a wheelchair is going to suddenly WHIZZ fast you, or possibly be pushed in your way....its not as if when driving past you should practise a moment of silence, or stare and see what you can see. Keep the traffic moving - safely - not crawling!	Urszula	Bedggood	

Sub. ID	30k	Gateways	Comments	10km	Do you have any comments?	First name	Last name	Org
			stopped at almost every light, you will be 'tooted' at by almost every other car (not going 30) and you will be late. We are not tourists, we do not drive to admire scenery...we are rate paying folk trying to make a living, to get to places on time...and though you lovely ideas may look great on paper, they are in way practical!! NO.No.no...noooo - Please NO!		If you continue on this path then what next....everyone must wrap themselves in bubblewrap before crossing the street. Old fashioned ideas work...its up to the pedestrian to look Left and Right and Cross Safely, its up the car to watch where they are going. If they collide, then someone was being insanely stupid and therefore has consequences! Am I 'PC' - I hope not!			
18465	No	No	You have totally ruined streets like Tuam and St Asaph with cycle lanes, making it difficult for road vehicles. I often go west on St Asaph and then south on Manchester...but the cycle lane prevents a left turn. Meanwhile numerous cars also wanting to turn left, back up and block the through lane. St Asaph used to be a good way to cross the city. Not any more , which is obviously what you want..to keep cars out of the city. Well it works and I do most of my shopping in the Northwood shops	No		Rex	Livingstone	
18466	Yes	Yes	<p>All roads within the 4 avenues, including the streets involved in this initiative plus all suburban streets other than specific high capacity routes should have a speed limit of 30 kph.</p> <p>In the case of the central city roads the proposed 30kph maximum speed limit will assist with improving the situation regarding the following:</p> <ol style="list-style-type: none"> <li>1. CCC planning objective is to have people live in the central city. Having the central city overrun with cars driving at an inappropriate speed is inconsistent with this objective. It's very unpleasant and unsafe, especially for older people, those with disabilities and children. People driving into the central city on a regular basis include those commute from Ashburton, Selwyn and Waimakarari District. Subsidies for electric cars will worsen congestion and reduce safety further as running costs are artificially low and "externalities" such as congestion are not priced.</li> <li>2. I use the above central city streets as a pedestrian, cyclist and driver. My experience is that the skills, discipline and attitude of drivers is poor. This is evident from inappropriate speed selection, inability/unwillingness to use indicators, using cellphones etc. etc. This is a cumulative effect of lack of enforcement and deficient driver training/education. When people are not driving cars and are travelling on cycles, motorcycles or pedestrians this general sort of behaviour continues, albeit generally with less risk of damage to property or other people.</li> <li>3. The driving environment in the central city is complex. The 'conflict' between regular users and occasional visitors with the usual slovenly driving by 'locals' leads to danger. Vehicles swerve</li> </ol>	Yes		Dennis	Jamieson	

Sub. ID	30k	Gateways	Comments	10km	Do you have any comments?	First name	Last name	Org
			<p>into cycle lanes, proceed through red lights (especially arrows) and collide with traffic light poles and other vehicles.</p> <p>4. A particular source of danger on St Asaph Street is from vehicles turning left into entrances across a row of parked cars and the cycle lane. Cyclists are at risk from this - when I have spoken to vehicle drivers who have undertaken careless maneuvers their 'justification' is that they could not see anything in their rear view mirrors - which is true, but indicates no insight into the need to check surroundings properly.</p> <p>To conclude I do not see reducing the speed limit as a "silver bullet" to solve all problems. However it is an essential step towards reducing the likelihood of accidents and to reducing the effects of those that occur.</p>					
18469	Yes	Yes		Yes		Stephen	Scott	
18471	Yes	Yes		Yes		Sally	Lochhead	
18473	Yes	Yes	WE WANT MORE ZEBRA CROSSING IN SCHOOL CATCHMENT FOR CHILDREN TO SAFELY WALK TO SCHOOL AND PARENTS TO STOP CAUSING TRAFFIC JAMS AND STRESS TO OTHER ROAS USERS WHEN TRANSPORTING CHILDREN TO SCHOOL EVERY MORNING.	Yes	WE WANT MORE ZEBRA CROSSING IN SCHOOL CATCHMENT FOR CHILDREN TO SAFELY WALK TO SCHOOL AND PARENTS TO STOP CAUSING TRAFFIC JAMS AND STRESS TO OTHER ROAS USERS WHEN TRANSPORTING CHILDREN TO SCHOOL EVERY MORNING.	Nathalie	LE BRAS	
18474	No	No	The council has already caused enough grief and hardship to local businesses in the central city with its push to frustrate motorists and limit their ability to park at kerb side. The Dunkirk like 'blunder' that is already evident in St Asaph Street will only be made worse under this proposal. Starting looking for more ways to add to the limited number of kerb side parks in this area, don't go and take more away.			Russell	Pyne	
18477	No	No	I'd rather you either have streets with cars or ban the cars altogether. I think I am a more dangerous driver because I spend so much time looking at my speedometer so as not to get a ticket, that I focus less on the road. I know that sounds goofy, but I don't mean it to. I've noticed this in my driving.	No	Is there any data to back this up at all? This is over the top to me.	Bill	Parks	
18484	Yes	Yes				Lenka	Musson	
18485	No	No		No		Mike	Blair	
18488	Yes	Yes		Yes		Greg	Edwards	
18489	Yes	No	I would suggest all we need is a sign on a post similar to that on Colombo st by Morehouse av with a rumble strip to slow people down. Don't understand why we have to narrow roads and loose more car parks.	Yes		Richard	Longman	
18491	Yes	Yes		Yes	<p>We own 164 St Aspah St, next to St John's. Raised concrete kerbs prevent both properties from turning left (towards Durham St) without driving over kerb, or going into the right hand lane of St Asaph St.</p> <p>It is too tight to go into left hand lane.</p>	Alison	Fifield	A K Fifield Family Trust



Sub. ID	30k	Gateways	Comments	10km	Do you have any comments?	First name	Last name	Org
					There are lots of trucks & ambulances who exit into St Asaph St from here			
18492	No	Yes	The very dangerous alterations that have already been made to St Asaph St means that traffic flow is already seriously impaired, and slower speeds are a self-regulating outcome.  There is no need to further impose speed restrictions in an area where drivers are already proceeding in trepidation.	No	The existing 30 km/h limit is sufficiently slow to allow an immediate stop if required	Bert	Govan	
18493	No	No	There is absolutely no need for the current or proposed extension to the 30 km/hr speed limit zone. If the Council wants to attract people into the CBD this is guaranteed to keep them away.  As a worker in the CBD having to negotiate the appalling state of the inner city roads and varying speed limits makes driving very difficult.  Is this proposal evidence based and if so what is the evidence supporting it. If it is a Council whim then they need to listen to their people	Yes		Penny	Ingram	
18494	No	No	Spend the money on something that is more important!!	No	Its a waste of rate payers money!!  Make the lanes wider on St Asaph St.  Spend rate payers money more wisely.  Be more accountable to the rate payers.  Stop putting up rates to pay for Council cock ups!!!	R D	Murray	
18503	No	No	I use this road as both a car driver and as a cyclist, it is one of the only streets in the city that flows really well, dropping the speed down to 30 Km/h will cause this to become another bottleneck to the infrastructure.	No		Jim	Yule	
18504	No	No		No		Charmain	Yule	
18505	Yes	Yes	Mid-point gates should be included along St Asaph Street to ensure drivers do not "forget" as they travel along.	Yes		Jeremy	Finch	
18508	Yes	Yes	The 30 km/hr speed already makes my trips into the city unbearable. Let's share the pain and extend this crazy concept so others can suffer too.	Yes	The 30 km/hr speed limit is crazy and discourages people from visiting the city. Let's reduce it even further and see how many people we can upset.	Ian	Patterson	
18509	No	No		No		Kirsty	Shaw	
18510	Yes	Yes	Change the damn speed around town! Fair enough where there is cycling or lots of pedestrians, but you need through roads of at least 50k! Some people can only complete their commute by coming through town. So many people drive outside of town less than 50kms which actually makes for a more painful Communte as well as causes more slow impact traffic crashes due to people getting impatient and tired of waiting.	No	Not needed	Sarah	Peters	
18511	No	No	In a time when you are trying to attract people to visit the central city this is just another BIG barrier. Why should I subject myself to	No	as above	Mark	Harris	

Sub. ID	30k	Gateways	Comments	10km	Do you have any comments?	First name	Last name	Org
			<p>crawling through the central city in a car at walking speed when I can go to the suburbs. No I am not going to bike and No I don't want to catch a bus.</p> <p>Most christchurch residents who do not work in the city need incentives to return to shop. You have nothing in the city I can't access in the suburbs and instead you propose putting up yet more barriers to my return.</p> <p>A 40km restriction would work for all concerned</p>					
18513	No	No	<p>We virtually never come into the central city now because we hate the 30 kms skinny streets, not enough street parking. We hate that it has all taken so long to get our central city back and so we have simply given up and we now go elsewhere.</p> <p>The council has ruined our central city and now you ruining it even more.</p>	No	10 kms is a fast walking speed.....ridiculous!!	Brian	Vallance	
18515	Yes	Yes	Looks great and will create a safer environment for pedestrians cyclists and adjoining food and beverage.	Yes	This will ensure pedestrian and cycle safety in what will become a very busy mixed use space.	Cameron	McLean	
18517	No	No	<p>Working between St Asaph and Tuam St, one can see the complete foolishness of this ideology driven city plan - that is not suited to our way of life.</p> <p>Bike lanes not been used by cyclists as they are too dangerous - or ones who are riding in the lanes going faster than the speed limit and not paying attention to the pedestrians who step onto their lane. Not to forget the narrow streets that make it impossible for larger vehicles to share the road with a city buses. Oh and the shears waist of money that could be directed to more important things.</p>	No	<p>The design of this campus should have been designed around std 50km road speeds, with under bridges and/or over bridges to gain access to the hospital and car parks located on the other side of the street. CAR PARKS should have been built at the same time. period! - like any other city user who has to provide car parking for their business.</p> <p>Again ideology driven agenda getting in the road of users requirements!!</p>	Tony	Ruffell	
18237	Yes	No	Please consider extending the 30km speed limit zone from Gate 4 Hagley Ave to the intersection of Selwyn Street and Moorhouse Avenue. This would require less in the way of further signage ruining Hagley Park periphery but more importantly, as has been previously advised to CCC, large vehicles, especially the public transport buses are accelerating their speed as the turn left into Selwyn St and as a result they change gear on the approach to 498 Selwyn st and create a vibration that feels like a 5 magnitude earthquake shaking and rattling the house numerous times a day.	Yes		Katey	Lane	
18518	Yes	Yes	<p>I work in the central city, and cycle the St Asaph St cycleway most days.</p> <p>The proposed speed limit fits with the traffic signal phasing, so vehicles are already travelling at around 30 km/h</p> <p>Having vehicles travel at this speed makes it much easier for vehicles entering or exiting business access points</p> <p>Having vehicles travel at this speed makes it more likely that they will see people walking or on bikes</p>	Yes	There will be lots of people walking in this area, many of them either ill or frail (or both). This area needs the absolute minimum number of vehicles, travelling at the absolute minimum speed.	David	Hawke	

Sub. ID	30k	Gateways	Comments	10km	Do you have any comments?	First name	Last name	Org
18525	Yes	Yes		Yes		Andrew	Smith	
18531	Yes	Yes	Safety must come first. Then people will visit the central city more. Must be more pedestrian friendly. See <a href="https://twitter.com/GKoorey/status/1031743327668854784">https://twitter.com/GKoorey/status/1031743327668854784</a> .	Yes		Simon	Dreys	
18546	No	No	Could you please supply me with information regarding the evaluation of the policy on streets with existing speed restrictions. What were the objectives and have they been achieved? I recall some media coverage at the time of the changes being made about protecting older persons who live in or visit the central city. My wife are older residents and we live in the central city and walk almost every day within the restricted speed area. We have never experienced significant risk factors due to the 50 km speed limit. We are very aware of virtually no drivers abiding by the 30km limits. In fact we are often put at risk in our car by others driving very close to us as they are frustrated with our slow speed. We would also want you to know that it now takes us a lot longer to drive from our home to anywhere in Christchurch. I f there is evidence that your policy objectives---whatever they are---are being met I feel the public need to know this.	Yes	This is a high density area with potentially many disabled persons	Kenneth	Daniels	ratepayer
18556	Yes	Yes		Yes		Brendan	Evans	
18558	Yes	Yes	As a daily cycling commuter the existing 30 km/h speed limit zone makes me feel significantly safer on my bike and I am highly supportive of the extension.	Yes		Frank	Dohmen	
18559	Yes	Yes		Yes		Jessica	Vereijssen	
18561	No	No	I find speed as self regulating depending on traffic flows and what is happening in the local invironment	No	Same as above I find proposal in warranted and Self governing	Brendon	WÃ²ods	
18562	No	No	This is completely against the idea of a user - friendly central city. The one-way streets are a quick and efficient way of moving around the outside of the slow central zone.  This will be lost by this change in St. Asaph Street. This street has already been totally altered and if the 30km/hr idea was an important part of the design it would have been included at the start.	No	Too slow!	Ian	Morrison	
18563	No	No	Additional to the narrowing of some streets us (and our friends) feel the 30 kph speed restriction is ridiculous and is one of the major reasons we don't visit the inner city more regularly.  We think 40 kph is a more sensible limit.	Yes		Don	Rapley	
18564	No	No	Having some remaining streets at 50km allows for better traffic flow of cars traversing the city center. Some routes need to allow for trips which will not require a detour around the city center. Especially taking into consideration vehicles traveling west toward the hospital for urgent care ie A&E that are urgent but not requiring an ambulance.	Yes	This speed change will have low impact on most vehicles trips in the area but will provide a safe area for injured or disabled patients accessing the outpatients unit.	KIMBERLEY	EVANS	1989
18567	No	No	The more you push on with this ridiculous idea the more you damage the future of Christchurch.  It is so sad to think back to the wonderful city we had and to now	No		Mark	Marcijasz	

Sub. ID	30k	Gateways	Comments	10km	Do you have any comments?	First name	Last name	Org
			experience the effects of these nutty experiments makes you feel like this is some kind of bad dream. Definitely not somewhere I will be going anywhere near if I can avoid it.					
18569	No	No	Start enforcing the existing 30KPH restrictions before creating new and lower ones. Drive down at the posted limits and start ticketing every vehicle that passes you and show that the posted speeds actually mean something otherwise your ideas are a complete waste of time.	No	Start enforcing the existing 30KPH restrictions before creating new and lower ones. Drive down at the posted limits and start ticketing every vehicle that passes you and show that the posted speeds actually mean something otherwise your ideas are a complete waste of time.	Peter	Archer	n/a
18570	No	No	The traffic is already too slow through the centre city. Post-earthquake, coming in to town for a day's shopping became a real mission but we understood and have been living in hope of an improvement to traffic flow and continuity- no such luck. As a supporter of Christchurch retailers, I have been continually frustrated by the ubiquitous traffic cones, no-turn signs, constantly changing routes, pedestrian-only areas - and don't let me get started on cycle lanes and those dangerous/damaging concrete bollards! As an elderly consumer, I feel unwanted and conspired against in the Christchurch of the future, and will have to do more and more of my shopping on line.	No	As above - and allowing time to keep appointments in the city is becoming increasingly stressful. After negotiating the car parking fiasco at the Public Hospital in the morning, a minimum travel time of 15 - 20 minutes from Hagley Radiology to a specialist at St Georges before joining the bumper to bumper traffic up Papanui Road makes life very difficult for the ill and the elderly. Slowing traffic down further only creates more bottlenecks and is another reason to stay out of the centre city unless it is - literally - a matter of life or death.	Sharon	Lang	
18571	No	No	The initial one way system was to enable the movement around the outskirts of the city. Slowing these one way streets down to 30km only causes more bottlenecks. Thus slowing the traffic which probably has no intention of going into the city.  With the absolute mess that has already been done to St Asaph Street and the on going Tuam Street, there doesn't appear to be any good reason to bring a 30km restriction on St Asaph Street. If the monitoring of the current speed in St Asaph was done properly you would find in busy traffic periods, the average flow wouldn't be any faster than 30km.  As for your 30km central city area, as there is no policing of this, most ignore the signage. The only ones doing the speed limit are the buses which have their speed monitored.	No	The current 30km should be sufficient. Again if the speed limit was enforced then 10km wouldn't be needed. No point in bring in 10km if enforcement is not going to happen.  As this area is mainly a bus pickup or drop off zone, you will probably find it is only buses, already doing 30km that will be restricted.	Wayne	Loader	
18572	No	No	Ridiculous --- fewer and fewer people wanting to go into the city now - more people to the malls with free parking !!  Council would be better spending money on poor condition of roads than putting up all these signs !!!	No	30 km/h would be beta here cyclists will be racing along passing everyone at 10 km	Liz	Birdling	
18573	No	No		No		Cee	Bately	
18574	No	No		No		Jim	Woods	
18576	No	No	The existing 30 km limit in the central city should be removed to default back to 50km. It's stupid to have a 30km limit 24 hours a day when the road is busy 25% of that time	Yes		Graeme	Marriott	
18577	No	No	Yet another ill thought out council idea to try to kill the city centre. Please increase the speed limit back to 50 kph for the CBD (or 40 kph would be acceptable). Inner city roads are now more dangerous because they have been narrowed - try parking a car without being a major hazard! Please put the roads back to their original width.	No	Need more parking close to the hospital. How about a multi story car park with underground pedestrian access?	Neil	Johnston	

Sub. ID	30k	Gateways	Comments	10km	Do you have any comments?	First name	Last name	Org
			Also, there was a perfect opportunity after the earthquakes to 4 lane Manchester St in the CBD to improve traffic flow but instead the council wanted to increase congestion and discourage people going to the city centre.					
18578	No	No		Yes		George	Field	
18579	No	No	The 30 km/hr zone is stifling traffic movement through the city. The cycleways are doing the same stifling. Cars are and will be how people travel. The ccc advisors are burying their heads in the sand to think otherwise. 50 km/hr worked well in the past. The parking worked well in the past. It was not broken and the so called fix has made it bad.	No	What a ludicrous idea. Cars travel faster than that at idle. As someone who has spent a lot of time visiting and working in the hospital what we had was not a problem bleep the speed limits at 50km/hr and stop tinkering using a poorly conceived and stupidly idealistic plan.	Kevin	Simcock	
18580	No	No	The slower the speed limit the less people will use this route and not enter into the central city at all. The CCC is killing the inner city by making access to the inner city near impossible to navigate. On the world stage the christchurch road management is a disgrace! The cycle lanes are non consistent and vary in construction styles and there is no one on them! busses are not using the bus lanes I could go on! Majority of people in Christchurch travel by car just get the traffic moving efficiently and the city will come alive. My family of four certainly will not be biking or bussing into the city ever as it just doesn't work.	No	We have been visiting the hospital for the last few years and we are young people at 45 years old and this area is a complete shambles and I am embarrassed to my overseas friends that attempt to head to the hospital that the council cannot sort this out. The parking disaster has been in the media and rightly so. Just put access as #1 policy! It is no good having a facility no one can get to!! I get so frustrated with the absolutely stupid ideas the road planning people come up with I avoid the city at all costs!!!	Craig	McIntyre	
18581	No	No		No	Further deterence to bringing motir vehicles into the CBD will in my view harm the vibrancy of the CBD, harm businesses, and deter new businesses from starting up.  The 30k zones are a nonsense, 10k zones will be dangerouus IMO as drivers will flout the limit. While we are at it, no more cycle lanes either, as they are under utilised and a poorly thought out waste of ratepayer funds.	Peter	Davies	
18584	No	No	City traffic is restricted enough already turning myself and others from entering the city precincts, restricted traffic lanes through the many wide underused cycle lanes and the current streets with 30ks.	No		Ross	Williamson	na
18585	No	No	I already experience the city centre as increasingly hostile to motor vehicles due to speed restrictions, narrowed streets and loss of on road parking. As a result I avoid the city centre where I can. Extending the 30kmh zone to St Asaph street would only make that worse in my view as one of the few one way street systems left in the city. I feel really sorry for businesses in the city centre.			David	Tie	
18586	No	No	Makes even harder to go to city and people will go to suburb malls, eventually kill city!	No	That will block the area around there and makes it difficult for emergency cars to go through quickly	Sachie	kawamura	
18589	No	No	Extending the 30km/h speed limited zone is going to cause major traffic delays, put more people off going in to town centre affecting businesses. What proof/ stats have you that the 30km/h has reduced accidents?	No	Absolute nonsense and need to be canned - stupid.	Mark	Johnston	

Sub. ID	30k	Gateways	Comments	10km	Do you have any comments?	First name	Last name	Org
			May concern is traffic will build up even more and put people off going to town centre which will be dangerous for the city.					
18590	Yes	Yes		Yes		Amy	Kong	
18592	No	No	I travel St Asaph Street every working day. In peak traffic we are probably only doing 30km anyway due to traffic volume and the difficulty people have pulling in & out of parks, large trucks & buses looming beside you in the very narrow lanes etc. At quieter times when you probably could go faster there is really no need to be travelling so slow. Late at night the idea of crawling along at 30 km when the footpaths are empty & there is no traffic seems silly. I think we already drive to the conditions now so no further restrictions are necessary.	Yes	that seems acceptable	Mary	McKeown	
18594	No	No		No	Do any of our city traffic planners actually drive a car, from what's been done so far I suspect not, the absolute madness of Manchester Street now, St.Asaph Street idiocy.	Russell	Hindson	
18595	No	No	When it was made clear people were asking for an accessible city it was meant for vehicles also.  The whole narrowing of streets and losing of carparks is not a winner.Its bad enough as it is.  How about a rethink on the pointless red lights everywhere?	No	Just design it so its laid out safe-and the traffic can still move.	Ross	Bailey	Ross Bailey Builders Ltd
18597	No	No	There are already too many differing speed limits and it is totally confusing to users.  If it can be proven that the 50 km speed limit is causing multiple injury accidents, I may re-consider my position.  In the majority of cases in the inner city areas, traffic flow is already dictated by many constrictions and congestion therefore, vehicles are unlikely to be able reach the 50 km limit anyway. As quoted in the Military, KISS it, "Keep it Simple Stupid"	No	Comment as above	Mike	Harding	
18599	No	No		No		kyle	haskell	
18600	Yes	Yes	My main reason for supporting the extension to the 30km/hr zone is to make St. Asaph Street safer for the students who will attend the new Ao Tawhiti School in Mollett Street/St Asaph Street.	Yes		Kate	Armour	
18602	No	No	yes. to put the existing proposed speed down to 10km would be a no brainer. so stuped to slow traffic down this day and age. myself and lots of people that have lived here all our life will never come into town anymore. with all that is now going on the city is stuffed. narrow roads bike lanes. from the older generation. please listen and get it right for god sake.	No		ken	hennessy	
18604	No	No	1. St Asaph street serves as an important link road for traffic in particular going west in my experience, and I do not support a reduction to 30. Perhaps reducing to 40 would be OK.			gerry	spencer	

Sub. ID	30k	Gateways	Comments	10km	Do you have any comments?	First name	Last name	Org
			2. Actually I do not support the existing 30 zones anyway, and feel these should be 40 since that is still a significant reduction compared with 50 and most people drive at 40 in the 30 zone! 40 feels about right, and when driving within the limit of 30 feels far too slow (except when there are lots of traffic cones around of course but that is a different situation). What research or scientific basis is there for adopting 30 rather than say 40?					
18609	No	No	Already killing off central	No	What a dumb idea you can't be everybodys mother !	Les	Cliff	
18611	Yes	Yes	Great idea.  Clear signs before traffic turns into St Asaph that this is a 30k road and alternative route is Moorhouse/Madras/Fitzgerald etc. Then those who wish to go through CBD don't choose St Asaph.  Plant MORE big trees and ensure good water supply to all (very sad to see dead tree on Moorhouse) last summer when others had water and survived. Close to Stewart St/Hospital parking	Yes		Celia	King	
18612	Yes	Yes	It is futile to have a long term plan which speaks of increasing the residential population within the 4 avenues, without these changes.  Already the 30kph speeds which have been implemented to date are giving the BBD a "feel" of a welcome for people whatever transport option they choose to use.  This is one important piece of the "liveable" city & people vibrant space jigsaw.  Other feedback:  I think that the streets south of St Asaph St would be improved with a 30 kmh limit also.  I own a property on the corner of Antigua Street & Halkett Street. When the separated cycleway is completed on the Moorhouse - St Asaph Section of Antigua St I would like to see a 30 km/h speed restriction here also. Thank you	Yes		Robert	Fleming	
18615	No	No		No	This is Ridiculous. Roads are already congested and lowering the speed will just add to it.	Margarit te	Rogers	
18618	Yes	Yes	Fantastic idea, great to see ChCh moving towards a people-friendly CBD	Yes		Irene	Whyte	
18619	Yes	Yes	As a CBD worker I'm glad you are putting in 30k restrictions - all I would add is please ensure they are enforced!  Walking around the CBD needs to be encouraged so that people are encouraged to sample/buy from new shops/restaurants/bars	Yes		Andrew	Beat	

Sub. ID	30k	Gateways	Comments	10km	Do you have any comments?	First name	Last name	Org
18620	No	Yes		Yes		Robyn	Smith	
18622	No	No	<p>Smooth movement is required. This is self governing (of vehicles,) at 'rush hour'</p> <p>This is why the 'oneway' with synchronised lights were put in.</p> <p>Work on flow not impeding it.</p> <p>Consider our emergency services getting through traffic of all types.</p>	No	Who proposed this?	Peter	Parr	
18659	No	No		No		Brittany	Corley	
18662	No	No	<p>It's already hard enough to get around the city without adding more stresses.</p> <p>These Zones need to be abandoned as they achieve nothing but keeping bureaucracy alive at a time where we need to focus more on what the majority wants rather than appeasing the minority.</p>	No	If this is what the council really wants, then you can see why people don't want to come in the the central city.	Kayne	Harrison	
18663	No	No		No		Jess	Wilson	
18665	Yes	Yes		Yes	I work for Council, but am making this brief submission purely in my personal capacity	Anne	Heins	
18453	No	No	<p>St Asaph Street is a major one-way thoroughfare and as such it should be left to perform that role. There has been so much tinkering with the street to date that traffic is forced to slow anyway, so this new 'nanny state' restriction is unnecessary - all in the name of 'safety'. It seems Council is doing its best to drive all vehicles out of the city which would possibly be acceptable if there was a decent public transport system (light rail, frequent buses...) in place. Until such time, the car has to be allowed to travel as easily as possible through the city.</p>	No		Andrew	Hart	
18667	No	No	<p>Re St Asaph street is intended to serve to divert traffic around the city centre. Imposing the same speed as the city defeats that purpose. St Asaph St does not contain the pedestrian traffic used to justify the city centre speed limit. Further St Asaph is too many blocks away from the city centre to be attractive to foot traffic from the city. So it isn't likely to attract sufficient foot traffic to justify a lower limit. The dedicated cycleway removes the need for vehicle traffic to be slowed to cycle speed.</p> <p>It does carry a number of bus routes. Slowing public transport does not help promote public transport.</p> <p>Finally the St John ambulance station is situated on St Asaph st. Ambulances responding to emergencies can exceed the speed limit however with the road narrowed to 2 lanes they are likely to be trapped behind other vehicles unable to pull over and clear a route for them.</p> <p>Slowing vehicles to 30ks increases petrol consumption &amp; carbon emissions. All of which would be counter to the higher objectives of reducing carbon emissions.</p>			Philippa	Rutledge	



Sub. ID	30k	Gateways	Comments	10km	Do you have any comments?	First name	Last name	Org
			Proposals like this need more justification and analysis of costs & benefits. Also feedback should have been separately sought for the Riccarton road hospital area. The single yes no option doesn't allow distinction between the 2.					
18669	No	No	There is already insufficient parking across so to further reduce it needlessly is ridiculous. The 30km zone are pointless. Nobody other than me seems to be going 30 and I those around me are frustrated and drive aggressively to get around me so increasing the zone will just increase the frustration. Had the zones been 40kms a hour they'd probably have been better received. At the moment it feels like everyone is stalking the city looking for somewhere to park.	No	Seriously?! Who is going to slow the cyclists down.	Jen	Russell	
18670	No	No	The existing 30 km/h zone is already, in my view too extensive. I can understand a 30km/h restriction in a core, predominantly pedestrian area nearer the city centre. Vehicles need a way to circulate around the city at 50km/h without having to go to the 4 Avenues. In the alternate a 40km/h speed limit would be an appropriate compromise.	Yes		Frank	Burgess	N/A
18671	Yes	Yes	Strongly support extending the existing 30k zone; there are already considerable safety benefits from just the first two years of operation (see <a href="https://twitter.com/GKoorey/status/1031743327668854784">https://twitter.com/GKoorey/status/1031743327668854784</a> ). Suggest that the St Asaph gateway starts immediately after Madras/High. Be careful that the gateway treatments don't squeeze any people cycling (e.g. Montreal); better to allow them to bypass behind the gateway structures, as per Park Tce. Given that Antigua St will have separated cycleways in the near future, why not create the separated sections at the gateway now?	Yes		Glen	Koorey	
18673	No	No		Yes	Have you ever trialled driving through the city at this speed!? It's hard enough to get a car to stay at 30km/h! You can barely touch the accelerator. I have no idea how you expect people to actually go this speed.	Kim	Thatcher	
18674	No	No	Traffic is already congested in the city extending it out further is narrow minded.	No	You don't have the infrastructure to bypass these low speed areas, Its frustrating getting into the city. When behind a bus it leads to driver frustration and drivers taking unnecessary risks crossing lanes with little or no gaps.  You had a blank canvas to rebuild the city and these massive footpaths, cycle lanes, narrow slowed down lanes has deterred businesses and people from the city centre. I work in the City so I don't have a choice but certainly don't come in the weekends and this narrow minded plan is further reason not to.	Carole	Woodford	
18675	Yes	Yes		Yes		Selina	Clare	
18676	Yes	Yes		Yes		Jan	Russ	
18677	No	No		No	Does this mean that the interminable roadworks on Oxford Terrace are FINALLY going to be completed??	Peter	Spiller	

Sub. ID	30k	Gateways	Comments	10km	Do you have any comments?	First name	Last name	Org
18678	No	No	No the 30kmh zones do not work, it adds to inner city congestion.  Without a proper mass transport solution or a connected inner city transport option moving traffic in and out the city quickly is important.	No	With inner city congestion slowing traffic to a crawl is not responsible.  It is a complete and utter disgrace you even waste money debating this, the answer is no and the idiot who brought this up should be fired.  FYI people can walk faster than the proposed.	Andrew	Hague	
18681	Yes	Yes	Extending the 30kmph speed zone will help the city become a more relaxing environment for pedestrians and shoppers. Further to this I have found the existing low speed zone to have now effect on travel time through and around the city.	Yes	I support the 10kmph zone for the purpose off slowing dangerous heavy vehicles and cars, provided suitable provision is made for efficient flow for pedestrians and people riding bikes.	Jeffrey	Tuck	
18682	Yes	Yes		Yes		Connie	Christensen	
18683	Yes	Yes		Yes		Connie	Christensen	Go Cycle Christchurch
18684	Yes	Yes		Yes		Vince	Eichholtz	
18685	Yes	Yes		No	I support slow speeds but being realistic it's very difficult to drive at 10 km / hour. 20 km / hour is a more realistic limit - as a cyclist I usually cycle at around this speed - I don't have a speedometer but when I cycle in the Hillmorton hospital grounds or in any of the shopping centre car parks which have a 10 km limit I'm usually overtaken by cars.	Hazel	Agnew	
18687	No	No	Need some faster conduits through town for those needing to cross it	No	Low flow traffic issue already. As a hospital worker this makes little sense without better parking available	Megan	Quedley	
18688	Yes	Yes	This will make the roads safer, and hopefully improve driver behavior here and in general elsewhere	Yes	10km is very slow. It's a great idea but how will it be enforced? I've seen drivers going between 10km and 50km in 10km zones...so it would be good to enforce this speed as well as signpost it.	Christian	Wengler	
18689	Yes	Yes		Yes		Sarah	Van Leeuwen	
18690	Yes	Yes		Yes		Bruce	James	Mr
18691	Yes	Yes	I believe it would be simpler and send a stronger message if there was a blanket 30km/h speed limit for the whole of the cbd within the four avenues.	Yes		Ryan	Scott	
18692	Yes	Yes	Loving the 30km area when I am biking to work, and also all around our office as we step out for lunch/coffee times / it is so much more peaceful and safe to walk around. It fits with the 'vibe' of our wonderful new city to be a little slower and sets us apart from other madvrush cities.	Yes	People too and from the hospital need more time, slowing the traffic is a great start to that. Also it is lovely part of city / let people wander and enjoy.	Wendy	Somerville	
18693	Yes	Yes		Yes		Keith	Munro	
18694	No	Yes	Please give advance warning of approaching gateways so drivers like me who become anxious around crowded narrow streets can avoid the areas more easily. Once in the slow speed zone I feel trapped and often panic. It has come to the point my dad has others drive him to and from hospital appointments because I find it too stressful even though I'm available to do so.	No	I would need more information to form a proper opinion. The hospital area is such a mess already I find it difficult to comprehend how a speed limit change would affect things.	Janelle	McNeil	
18695	Yes	Yes		Yes		Gillian	Tait	
18696	No	No	I don't support the reduction of speed from 50km/h to 30km/h on St Asaph, Hagley Ave and Riccarton Ave. St Asaph St is used as a	Yes		Lyndon	Telfer	NA

Sub. ID	30k	Gateways	Comments	10km	Do you have any comments?	First name	Last name	Org
			<p>main arterial through the City east to West with an average speed of 36Km/h. This average speed doesn't support a reduction to 30km/h. There are dedicated cycle lanes and footpaths wider than the carriage way separated by planting outside the proposed metro centre, making it an already safe environment for cyclists and pedestrians. What data from incidents on this section of road support a reduction in speed? Haglet Ave and Riccarton Ave are dual carriage way and support the retention of 50km/h. Again what incidents have occurred in these areas to support a reduction in speed? Cars are getting safer all the time with features to automatically apply brakes should an obstacle immediately appear out in from.</p> <p>I support the retention of the 50km/h speed limit with a review once the Metro centre and hospital redevelopment is complete. This provides an opportunity to review pedestrian, cycle and vehicle movements. A reduction I speed in these areas seems premature - See how it all works before making changes.</p> <p>I have no problems with extending the 10km/ areas.</p>					
18697	Yes	Yes		Yes		Julian	Clothier	
18698	No	No		No	This is crazy!	Karen	Hume	
18699	Yes	Yes		Yes		Ruth	Gardner	
18700	Yes	Yes		Yes		Felipe	Federizzi Schnack	
18703	Yes	Yes		Yes		Margaret	Jeffer	
18705	Yes	No	<p><u>Important to Council</u> Spokes Canterbury generally supports lowering speed limits to 30km/h as presented in this proposal. The existing 30km/h zone has significantly reduced injuries, slower speeds are more forgiving of errors. <a href="https://twitter.com/GKorrey/status/1031743327668854784">https://twitter.com/GKorrey/status/1031743327668854784</a> The 10 km/h limit is likely to be unrealistic as many people will cycle at a slightly faster rate simply to maintain balance and manoeuvrability. With cycling in the central city primarily on shared streets and spaces we all need to slow down for safety. The end of the 30km/h zone in the central city does require further thought, for example: Hagley Avenue has the zone ending just before the intersection with Selwyn Street. After Selwyn Street Hagley Avenue becomes one way mostly used for on-street parking, access for residents and users of the netball facilities. The 30km/h zone should be extended along Hagley Avenue to Moorhouse Avenue and the proposed gateway put in Selwyn Street. This may involve making the entire length of Waller Terrace 30km/h but this street is narrow and busy so traffic is unlikely to be exceeding 30km/h currently. Madras and Manchester Streets south of St Asaph Street would benefit from being 30km/h also. This would take in Southwark and Allen Streets as well as the High Street/Madras Street intersection. A number of young</p>	No	<p>Antigua Street Gateway Spokes does not support this gateway design. This is the major north/south cycle arterial serving the central city. The cycle counter at the Antigua Street Bridge has been counting 1,000+ cycles per day, in winter. In accord with the Accessible City Plan aka Christchurch Central Recovery Plan and not in accord with Council's Cycle Design Guidelines. The proposed gateway adds a centre median to squeeze traffic against those lanes, still hard up against parking, closer to cars. This could be made acceptable by the removal of 4 car parks. The Major Cycleway project has already had an impact on mode choice for the trip to town so the likely benefit of making the gateway better is that at least 4 more commuters will chose to travel by bike providing a net benefit to those seeking on-street parking.</p> <p><u>Important to Well Being and the Future</u> Spokes remains extremely disappointed that the so called Accessible City Plan aka Christchurch Central Recovery Plan did not provide for the needs of people</p>	Dirk	De Lu	Spokes Canterbury

Sub. ID	30k	Gateways	Comments	10km	Do you have any comments?	First name	Last name	Org
			<p>people attend Ara Institute and cross Madras Street to access shops in the Countdown complex. Making this part of Madras Street 30km/h would make this a more pedestrian friendly environment. Installing the gateway immediately after the pedestrian crossing would be a sensible change. Southwark and Allen Streets are probably already slow so reducing the permitted speed will have minimal impact. It is likely High Street will be developed into a pedestrian priority street so making the surrounding area 30 km/h makes the environment safer.</p> <p>Given the obvious benefits of extending the edge of the 30km/h section detailed above Spokes suggests that making the entire area within the 4 Avenues 30km/h needs to be considered. There have already been safety benefits from the implementation of the central city speed limit so this should be extended to where most of the traffic passes. It would certainly make the central city a destination, not a through route for people crossing town.</p> <p>Riccarton Avenue The details of changes are promised for a future consultation. Council is urged to include access to the cycle path to go from the hospital west boundary, behind the hospital and exiting to Rolleston Avenue as depicted in the Botanical Gardens Plan as part of that consultation. <a href="https://ccc.govt.nz/the-council/consultations-and-submissions/haveyoursay/show/20">https://ccc.govt.nz/the-council/consultations-and-submissions/haveyoursay/show/20</a></p>		who commute by bicycle access the city or even particularly well for those biking within the City. Spokes continues to offer to work with Council early on in project development to create a city fit for purpose for the 21 <sup>st</sup> century. Doing so will achieve far better outcomes for transportation, mode choice, road safety and lower rates.			
18708	Yes	Yes		Yes		Carla	Gomez	
18709	Yes	Yes		Yes		katie	bowron	
18710	No	No	From my understanding, and memory, the existing 30 km/h areas are adequately sign posted. Rather than extend the 30 km/h areas enforce the 50 km/h areas with ticketing or speed cameras if excessive speeding is the issue. This also creates revenue for roading projects.	No	That speed would be little above a car in gear and idling; in another words hardly any/ or no, accelerator pressure. I think you would almost need to be constantly braking to manage to keep to that speed, especially in automatic vehicles. The end result is, that unless you really need to visit the city, residents will simply stay in the suburbs because of the frustration. Eaterys are closing regularly (Coffee House on Montreal St etc) and from what I understand the uptake of apartment living hasn't exactly been braking records. Maybe less tinkering and try and get the city up and running. A lot of ChCh residents are becoming frustrated by the continuing roadworks and constant road layout changes in the city. It's been a difficult time for the Council after the quakes, but we are getting close to a decade after the first events.	Mark	Thomas	
18711	Yes	Yes		Yes		Patrick	Kennedy	
18712	No	No	Major traffic way should not be restricted to 30kph	No	Totally absurd proposal	Gavin	Mould	
18713	Yes	Yes		Yes		Gary	KEARNS	

Sub. ID	30k	Gateways	Comments	10km	Do you have any comments?	First name	Last name	Org
18715	Yes	Yes		Yes		Alex	Dean	
18716	Yes	Yes		Yes		Emma	Healey	Emma Healey
18719	Yes	Yes		Yes		Patrick	Dunford	Transport Action Christchurch
18720	Yes	Yes	<p>I bike every day, rain, hail and shine. In 50km/h zones there are times when drivers pass me dangerously close (I have also witnessed this happening to other people riding bikes as well). Reducing the speed limit to 30km/h will reduce the pressure on drivers to make unsafe passes.</p> <p>The other area where a reduced speed limit will help is where drivers are turning into driveways. With a 50km/h zone there is a pressure to turn into the driveways fast. This puts people walking and people cycling at risk. A 30km/h zone means drivers can turn into driveways slower and have more time to check it is safe. This is especially relevant where there are vehicles parked on the side of the road obscuring visibility or on wet days where visibility is not as good.</p>	Yes	10km/h speed limit makes good sense around the hospital as there could well be patients in this location that may not have full mobility or judgement. Also there could be people visiting that have a things on their mind (people's health can be serious thing to consider). There can also be young children visiting as well. Putting safety first makes sense around the hospital.	Allan	Taunt	
18721	Yes	No	<p>Re. 30km/h zone: This should be expanded even further than the area proposed. Council will be aware of concerns expressed by Ara Institute about student and faculty pedestrian safety on Madras St and in the general campus neighbourhood. This is a chance to address that. There is also new residential development under construction on Madras St towards the One Central project. Council will also be aware of new residential and hospitality development in the Welles Street area which is drawing denser foot traffic. I ask Council to amend this proposal so the 30km/h zone is expanded further to include: Madras St between Hereford St to just south of Allen St, St Asaph St as far as Ferry Rd, Ferry Rd as far as Barbadoes St, all of Williams St, all of Coventry St, all of Allen St, all of Southwark St, Manchester St as far as Mortimer, all of Welles St, all of Dundas St and, taking into account the Metro Sports facility, Antigua St as far as Halkett.</p> <p>Re. the gateways: I do not agree with the gateway design as proposed because the 30km/h zone boundary may change in future (this proposal is an example of such a change). Investing money in the gateways as proposed is not sensible given the work might have to be ripped out and replaced with another gateway somewhere else along the street in future. It is much wiser to keep the gateways simple - like London, UK does, with bold road markings (and, unlike there, a couple of speed limit signs either side of the road). The road markings and simple signs would be less expensive to remove and place elsewhere.</p>			Scott	Menzies	

Sub. ID	30k	Gateways	Comments	10km	Do you have any comments?	First name	Last name	Org
18722	Yes	Yes	Strongly support Vision Zero ideas around reducing traffic harm caused by cars travelling too quickly in shared areas.	Yes	Strongly support Vision Zero ideas around reducing traffic harm caused by cars travelling too quickly in shared areas.	John	Ascroft	
18723	No	Yes		No		Justine	McCroory	
18724	Yes	Yes		Yes		Giulio Valentino	Dalla Riva	University of Canterbury
18725	Yes	Yes		Yes		Lynne	Medland	
18317	No	No	<p>Yes I do, I personally think the council has already overdone the 30 km/h zones. I think you need to keep traffic flowing at peak times and we should have variable speed limits controlled by computers that are monitoring traffic flow. Pedestrians need to be more conscious of traffic lights and only cross when it says so ( not as they feel fit which appears to be the norm). Having just spent 10 weeks in Europe and watching their traffic, signage etc. we have a lot to learn and it's not all about slowing down the traffic which appears to be the City Councils one and only criteria! If you want people in the City you are going to have to cater to Motorists as well as Cyclists! Has anyone done a count on how many cars a day go down St.Asaph Street compared to cyclists? ( It's time someone did especially at peak times and put it in the paper and on the news). Of course now since the CCC has successfully mucked up St.Asaph street TOTALLY Most Motorists with brains avoid it if they can!!</p> <p>In my opinion and many people I've spoken to agree with me the council has already gone to far on these 30kph zones if you want the city to thrive(presuming the Council which has a vested interest) then you need to encourage people to come into the City NOT just by Bicycle,Walking and Public Transport but by car as well. We all need to work together it shouldn't be Them versus Us. The removal of so much Street PARKING for Cycleways (badly designed as St.Asaph Street)</p> <p>is just ridiculous and it's high time some amendments were made so the City functions properly to EVERYONES satisfaction, not just the younger generation who seem to be driving this along of course with your Danish Consultant.</p> <p>If people stop coming to the City forever where do you think we'll all be?</p>	No	<p>Yes 10kph is in my opinion ridiculous 20kph would make more sense it's slow enough to stop Very Quickly if necessary.</p> <p>As i said above Pedestrians and Cyclists need to become aware and obey rules as well, it's not just motorists that make mistakes.</p> <p>If the worst came to the worst I might support 15 kph in this area but I still feel you are driving people away from the City not into it! I know many people who now no longer go into the City at all, that's a very sad indictment indeed.</p>	Frank Donald	Pankhurst	
18728	Yes	Yes	Gateways are essential. but make them bolder and more of a feature.	Yes		Gemma	D	
18729	Yes	Yes	<p>Canterbury District Health Board</p> <p>2. The Ministry of Health requires the submitter to reduce potential health risks by such means as submissions to ensure the public health significance of potential adverse effects are adequately considered during policy development.</p>	Yes	6. The CDHB strongly supports a speed limit of 10km around hospital corner. It is important to note that hospital corner will be frequented by people of various abilities travelling between the main hospital building and outpatients, so extreme caution will be required by vehicles, cyclists and pedestrians alike. The CDHB recommends that a speed limit of 10km/hr is applied to all modes,	Evon	Currie General Manager, Community and Public Health	Canterbury District Health Board

Sub. ID	30k	Gateways	Comments	10km	Do you have any comments?	First name	Last name	Org
			<p>Details of submission</p> <p>3. We welcome the opportunity to comment on the Review of speed limits in the southern central city . The future health of our populations is not just reliant on hospitals, but on a responsive environment where all sectors work collaboratively.</p> <p>General Comments</p> <p>4. Transport is an important determinant of health , not only does transport infrastructure and systems provide access for people to health services, they impact health outcomes via various means. The greatest impact is how the design of streetscapes can encourage or inhibit physical activity. Low physical activity is the 10th leading risk factor for death and disability in New Zealand and contributes to a number of preventable diseases . Ensuring streets are walkable and safe for all users is an important public health intervention.</p> <p>5. The CDHB supports speed reductions as proposed to improve both walkability and safety. Risk of death or serious injury for people who cycle and people who walk or are crossing the street decreases significantly with reductions of vehicle speed. For example, a person cycling or a pedestrian hit by a vehicle travelling at 48 km/h has a 55% chance of survival, however if hit by a vehicle travelling at 32km/hr, their chance of survival increases to 95% . This is particularly relevant for St Asaph Street and hospital corner, where the reduction of the speed limit would further improve safety for all modes and support those who experience mobility, sight or hearing difficulties to safely navigate the street.</p>		<p>including people who cycle, and clear and obvious signage is provided to indicate this. Adequate enforcement of this 10km speed limit, particularly for people who cycle, given there is a shared path planned, will be challenging but is vital to ensure people's safety through this area.</p> <p>7. The CDHB has had discussions with St John's Ambulance service to ensure that the proposed changes will not restrict the movements of emergency vehicles on approach to or exit from Christchurch Hospital to the point of risking patient care. St John have confirmed that they are supportive of the speed reductions as indicated, as they have a legal defence to exceed these limits during priority call-outs should it be required.</p> <p>Conclusion</p> <p>8. Thank you for the opportunity to submit on Review of speed limits in the southern central city.</p> <p>References:</p> <p>1. Public Health Advisory Committee. 2004. The Health of People and Communities. A Way Forward: Public Policy and the Economic Determinants of Health. Public Health Advisory Committee: Wellington.</p> <p>2. Institute for Health Metrics and Evaluation. 2018. <a href="http://www.healthdata.org/new-zealand">http://www.healthdata.org/new-zealand</a></p> <p>3. Ministry of Transport, 2008. Raising the Profile for Cycling and Walking in New Zealand: A guide for decision-makers. Retrieved from: <a href="http://www.transport.govt.nz/assets/Import/Documents/RaisingtheProfileWalkingCyclinginNZ.pdf">http://www.transport.govt.nz/assets/Import/Documents/RaisingtheProfileWalkingCyclinginNZ.pdf</a></p>			
18732	No	No	<p>This strategy has proven to destroy ready access to Christchurch city and support of business. It is the biggest promotion of suburban malls that could be possible. It is not such the speed but the 'strangulation' of the reading and parking network.</p> <p>The CCC approach to this is cynical at best and a promotion of a minority group beyond belief</p>	No		P R	Cooper	
18733	No	No	<p>This will further slow an already congested area. Cyclists are already protected in their cycle lane and I cannot see this benefiting them or other pedestrians.</p>	No	<p>Other feedback:</p> <p>The traffic lights on Manchester St are laughably</p>	Elliot	Clayton	

Sub. ID	30k	Gateways	Comments	10km	Do you have any comments?	First name	Last name	Org
			I believe this will have a negative effect on inner city business as it will increase time to & from work as well as appointments & deliveries		bad. Traffic is bottle-necked at all hours of the day to give priority to maby 4 busses. I could understand this if there was a high volume of busses that needed to get through, but there is not. Possibily in the future if busses are moving down Manchester St flat out, then this system would work, at the moment it is not required			
18734	No	No		No		Paul	Marshall	
18735	Yes	Yes	The 30 km/h zone should extend south to Moorhouse Ave on Hagley Ave, Selwyn St and Waller Tce. Those streets are for access, not through traffic.  It makes no sense to me that Hagley Ave should be 30km/ph from St Asaph St to Riccarton Ave but 50km/h to Moorhouse Ave	Yes		Peter	Graham	
18736	No	No	Absolutely ridiculous, what is the need for this when the limit isn't even this low in school crossing areas.  Main ambulance route - to save people's lives?	No		Anna	Coleman	
18737	Yes	Yes	I support the 30 km/h speed limit zone extensions & gateways as it is in keeping with other developed countries.  Furthermore I would like to see many small electric mini busses for public transport. All this constitutes a trend towards practices & developments seen in countries like West Germany, Switzerland & Japan	Yes	A 10km/h speed limit outside ChCh hospital Out Patients building will make it safer for patients and is in keeping with other western democracies	Frank	Webster	
18738	No	No	The streets are already congested enough through the central city, this will just compound the issue.	No	I struggle to see what benefit this will have to anyone	Sheena	Bradshaw	
18744	No	No	Another ridiculous idea.  The city is already hard enough to navigate without making more areas 30kms.  St Asaph Street is one of our Maine East/West corridors. We need people in our CBD.  Please spend our ratepayers money on something constructive	No		Susan	Strathern	
18745	No	No		No		Paul	Brown	
18746	No	No	St Asaph Street is already awful to drive down. Lowering the speed limit will only make it worse	No	No car parking outside hospital & pedestrians use footpath - no point  Other Feedback:  Stop trying to change speed limits and no more cycle lanes. Thanks  PS: I see cyclists using the street instead of cycle lanes on St Asaph Street & the footpath	Sarah	McQuiklin	Colliers International



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18747	No	No	Remove the bike lanes as they are dangerous.  What happens with St Johns when they have move quickly?	No	This is a main arterial into town!?	Oliver	Salt	
18748	No	No	Another absurd idea from the Council.  Given its the main arterial route for ambulances to get to the hospital why would you even consider this.  Do something constructive to make Christchurch a better place instead of coming up with ridiculous ideas that make no sense	No		Hamish	Doig	
18749	No	No	This is a ridiculous proposal for St Asaph Street.  This would ruin the acess to our key attractions including the retail precinct which is struggling for traffic count at present.  It is also detrimental to St Johns ambulance services, they will significantly be impacted by this speed limits proposal.  I strongly disagree with this proposal. A fast track to destroying our CBD. Thank you	No		Will	Franks	
18750	No	No	I work in the central city and drive on and walk along St Asaph Street throughout the day.  I totally disagree with any decision to slow the traffic to 30kmh and I ask for what purpose.  Cyclist are already contained within a dedicated cycle lane.  Pedestrians are well catered for.  The only effect the slow down would have would be to further frustrate drivers and choke up the Central City roads.  Many of us have no option but to drive to various appointments as far afield as Hornby & Rolleston and we need to be able to get in and around ChCh in a timely and efficient manner.  The Council seems to be hell bent on making it as difficult as possible to move around & the gateways only exacerbate this further.  The speed limit past a school is greater than that proposed for the city!  Perhaps cyclists could be regulated with their speed often well in excess of 30 kmh!	No	This speed is almost impossible to drive at - design the road for better pull in/drop off areas  Other Feedback:  Any speed limit imposed on cars needs to be imposed on cyclists as well who although few and far between show no regard to speed limits and road rules	Sally	Ryan	
18751	No	No	Strongly disagree with the 'islands' in the middle of St Asaph Street - they are dangerous for traffic.	No		Christian	Kellar	

Sub. ID	30k	Gateways	Comments	10km	Do you have any comments?	First name	Last name	Org
			I oppose a 30 km speed limit as it further restricts access in and out of St Asaph Street					
18752	No	No	<p>I don't believe slowing traffic down is going to resolve the issues that exist due to poor road design &amp; traffic management in these areas.</p> <p>The roads are too narrow due to cycle lanes that are not being used and are a waste of space and slowing the traffic down will only add to the traffic congestion that we are seeing at present.</p> <p>Instead of wasting money on surveys like this, it would be better spent on good design &amp; traffic management.</p>	No	At 10km/h, you might as well close the road, as for previous comments, slowing the traffic down will only lead to more traffic congestion	Blair	Paterson	
18753	Yes	Yes		Yes		Kevin	Chen	
18754	No	No	<p>In general people do not speed excessively in the city centre, its outside the city that I see crazy driving.</p> <p>Bring in more traffic cops to enforce the speeding restrictions that are already in place to try and create a culture of good driving from the fear of getting fines/points rather than bringing in a speeding limit that people who speed won't follow anyway</p>	No	<p>Most people use their common sense when driving through different areas of the city.</p> <p>If needed they will go slower than the speed limit when necessary. If this speed limit is enforced it will cause unnecessary delays.</p> <p>Again, target bad drivers with more speed traps rather than trying to slow people down with more speed limits</p>	Ashling	Mullins	
18755	No	No	<p>I strongly oppose the 30km/h speed limit and any further narrowing with islands.</p> <p>I am a cyclist and a driver and I have never felt more unsafe doing both on St Asaph St than right now.</p> <p>Lowering the speed will not fix this problem you actually have to remove the ridiculous islands created. It astounds me that these were put in place and one day soon they will cause a fatal accident.</p>	No	We are not Melbourne or Singapore. We don't have the public transport in place to make this a place where people won't drive. Lowering this is just another reason why people won't come into the city. This affects retailers and central businesses who will all go out of business as people won't support the city	Anabelle	Bramwell	
18757	No	No	<p>Council may as well make it 30km limit. The horse has bolted when the Council installed the cycle ways narrowing roads to discourage traffic and people coming to the Central City.</p> <p>30km zone won't make any difference now, its easier to access suburban malls</p>	No		Noel	Gilchrist	
18758	No	No	<p>Hard enough to access the CBD/get around without further restrictions.</p> <p>Fire your traffic engineer for ruining the city and for continuing to try and stop people from coming into the CBD</p>	Yes	<p>Other Feedback:</p> <p>Change traffic engineers! They have cocked up every road in the city. The general public don't come into the CBD because of the diabolical system.</p> <p>St Asaph Street is too narrow to drive down &amp; the cycle ways are so dangerous that someone will be killed.</p> <p>Manchester Street is now a constant jam with no</p>	Sam	Staite	

Sub. ID	30k	Gateways	Comments	10km	Do you have any comments?	First name	Last name	Org
					<p>flow at all.</p> <p>Get rid of bus lights which jam flow even when no buses are present.</p>			
18761	No	No	<p>The current roading seem is leading to jams with relatively low volumes. There are already enough barriers to attracting people to the CBD - access shouldn't be another (although already is)</p>	No	<p>10km is slower that around schools. So is there a need to be more careful of outpatients than children???</p> <p>Where else in the world has this been implemented??</p> <p>Other Feedback:</p> <p>The current roading layout is deterring people from coming back to the CBD. The ridiculously wide pedestrian and cycle ways are making it inaccessible to motorist (i.e. the people who are actually spending money). If you want to go shopping you go the mall. This is not a city of 2+ million people hence the lower reliability on public transport</p>	Brynn	Burrows	
18763	No	No	<p>No, it is a very poor idea. There is almost no one that supports it and where you have done it already it also wasn't supported.</p> <p>It is not a central pedestrian area, ChCh is a city that requires car access as it is the predominate mode of transport in this country. This is not London or Amsterdam where the majority of the population live within the CBD and are able to walk or bike.</p> <p>DO NOT DO IT, you have already ruined enough of our streets</p>	No	<p>No. There is already adequate pedestrian crossings. Slowing the transport speed will just create gridlock</p> <p>Other Feedback:</p> <p>Listen to what the city's inhabitants are telling you!</p>	Tom	Lax	
18764	No	No	<p>Please do not strangle the city any more than it already is. If you want people to come in and support the Central City they have to be able to move around and across it with some ease, otherwise if it's too difficult they'll stay out in the suburbs &amp; Malls. Making cycling &amp; buses a priority does not mean people will use that form of transport.</p> <p>We choose our cars for a reason. Also, this will severely impact the ability of the Emergency Services to move around the city. It's crazy as it is as there is no easy way to get out of their way with the way the on-street parking has been designed.</p>	No	<p>Are the footpaths and pedestrian crossings going to be removed! Because that's the only reason I can think of for this stupid suggestion.</p> <p>This isn't even done outside schools so why it would be necessary in this case?</p>	Maree	Crocker	
18765	No	No	<p>The CBD, especially St Asaph St has become such an agony for accessibility ease and safety.</p> <p>The limiting of the speed limit will only be detrimental and cement the ever growing perception that it is just to hard to deal with the CBD. With efforts of Council, developers and retail owners all doing</p>	No	<p>The same applies to this area as any new idea's such as this need to be highly screwtined as to not go and spend millions of dollars creating bad flow and accessibility like other parts of town and put the money into places where the money is well needed/has been needed for a long time.</p>	Jason	Parr	

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			their best to create a attractive CBD with everyone wanting to come to town and spend money. This is just another nail in the coffin with the many other things "designed" for Christchurch					
18766	No	No		No	Other Feedback: St Asaph Street is already a nightmare.  The cycle ways are extremely dangerous.  No ability to turn into driveways to the south with traffic & cycleways.  Terrible idea	Courtney	Doig	
18768	No	No	St Asaph Street is already terrible to drive down & this will make it even worse & will slow down traffic flow.  It will decentivise the public from wanting to travel into the central city, which we are trying to encourage & support the rebuild of this area & the businesses who have opened in the Central City.  With all the cycle lanes, 30km speed limits, on street parking being removed it is making accessing the central city for the public too hard, so they just won't come in to the central city.	No	The speed limit outside schools is not even 10km/h, so why implement this at a hospital.  Where else has this been tested or implemented	Michelle	Manson	
18769	No	No		No		Paul	Brown	
18773	yes		Graeme forwarded me your mail. More than happy to support a 30km/h limit on Stewart Street. Not currently prepared to support the no parking/timed parking though. The advantage of all day parking is that it cuts down on traffic rather than makes it worse e.g. Once people know there is 120min parking there then hospital visitors will constantly be going up and down the Street looking for spots. At least currently it will mostly be used by local business workers and nurses	No		Andy	Gorton	Infrastructure and Digital Strategy, Hagley College
18774	yes		Regarding the changes that were suggested in the paper you provided us with, we would like to let you know that our staff have had no problem with including part of Stewart Street in a new 30km/h zone. However none of us supported to put a parking limit for parking on Stewart Street.			Shehenaz	Fahmy	Don Beaven medical Research Centre
18776	Yes		We received overwhelming support (from neighbouring properties) for lowering the speed limit to 30kp/h for the whole street, with the entry gateway at the Moorhouse Ave end of the street. The concerns all revolved around safety especially around the bend halfway down the street. Also raised in conversation were real concerns regarding a possible increase in traffic in the street as a result of the Metro Sports development.  I've summarised the support below and attached their written responses to Jo.  Summary: We've visited a number of neighbours on Stewart Street as you suggested.			Sir Bob & Lady Jo	Parker	Metro Loft

Sub. ID	30k	Gateways	Comments	10km	Do you have any comments?	First name	Last name	Org
			<p>We have very positive support for a 30km/h for all of Stewart Street from St Asaph to Moorhouse.</p> <p>They are:</p> <p>38 Stewart Street Melray Electric.</p> <p>40 Stewart Street Stewart Street Specialists.</p> <p>40 Stewart Street CDHB health Lipid and Diabetes Research Group</p> <p>30 Stewart Street, Alarm and Camera Warehouse Ltd.</p> <p>Hagley School (Hagley Avenue/ Through to Stewart Street.</p>					
18778	Yes		<p>1. RECOMMENDATIONS</p> <p>1.1 Thank you for the opportunity to submit on the proposed new speed limits along St Asaph Street in the CBD. Property Council New Zealand (Property Council) generally supports Christchurch City Council's (Council) initiative to improve speed limits in the Christchurch CBD.</p> <p>2. INTRODUCTION - CANTERBURY PROPERTY INDUSTRY</p> <p>2.1 The Property industry contributed \$15.4 billion in 2016 to the Canterbury economy, with a direct impact of \$5.5 billion (13 per cent of the GDP) and indirect flow-on effects of \$9.9 billion.</p> <p>It employs 53,050 directly which equates to 12 per cent of the total employment in Canterbury.</p> <p>For every \$1.00 spent by the Property Industry it has a flow-on effect of \$1.81 to the Canterbury region.</p> <p>2.2 The Canterbury region's building stock is worth \$74.3 billion. Commercial property makes up \$13.8 billion or 19 per cent of the building stock, which includes offices, retail, hotels and industrial buildings, and residential property makes up \$60.5 billion or 81 per cent.</p> <p>2.3 In 2016, within the Canterbury region there is 12.6 million m2 of commercial building floorspace. Christchurch city has 69 per cent of the commercial floorspace in the region. The Canterbury region represents approximately 13 per cent of all the commercial building floorspace.</p> <p>3. INTRODUCTION - PROPERTY COUNCIL</p> <p>3.1 Property Council is a member-led, not-for-profit organisation that represents the country's commercial, industrial and retail property owners, managers, investors, and advisors. Our primary goal is the creation and retention of well designed, functional and sustainably built urban environments that contribute to New Zealand's overall prosperity.</p>			Roger	Davidson	Property Council New Zealand

Sub. ID	30k	Gateways	Comments	10km	Do you have any comments?	First name	Last name	Org
			<p>3.2 Our members drive economic and social growth; they are the infrastructure that houses the business, residential and commercial property sectors. In the South Island, Property Council has 141 members from across the commercial property sector.</p> <p>3.3 Over the years, Property Council has built and maintained a good rapport with central and local government agencies and is often relied upon for advice, comments and feedback on matters of local, regional and national importance. Property Council supports statutory and regulatory frameworks that enhance economic growth and development.</p> <p>3.4 With 141 members across the region you will understand that our membership has differing views. These various views could also be seen as representative of the wider community.</p> <p>4. SPEED LIMITS</p> <p>4.1 Property Council is supportive of:</p> <p>a. ensuring that speed limits are appropriate for the situation, and most importantly safe for all uses;</p> <p>b. a defined area within the CBD having a standard speed limit to ensure less confusion than the current situation with some roads being at 50km/h and some at 30km/h;</p> <p>c. lights being phased for the proposed 30km/h speeds to ensure traffic flows are maintained; and</p> <p>d. lower speed limits that are safer for pedestrians and cyclists, as everybody benefits from slower speeds sometimes.</p> <p>4.2 However, we believe improvements could be made, including:</p> <p>a. defining a CBD block that has the 30 km/h speed limit and leave everything outside at 50 km/h. This block could be bordered by Montreal Street, Madras Street, Kilmore Street and St Asaph Street, with these streets remaining at 50 km/h. This would mean sections of Tuam and Durham Streets would be included within the 30 km/h central city</p> <p>slow speed zone for consistency. Hagley Avenue and Riccarton Avenue would also be outside the defined area and considered too far from the CBD. This could lead to better consistency and understanding for commuters as they would know exactly where the zone would be. Our members have also suggested the 30 km/h gateway be installed on</p> <p>Colombo Street and Welles Street.</p>					

Sub. ID	30k	Gateways	Comments	10km	Do you have any comments?	First name	Last name	Org
			<p>b. one-way streets remaining at 50 km/h to maintain traffic flow outside the CBD reduced speed zone. Tuam, Durham and Barbadoes Streets will therefore be included within the 30 km/h central city slow speed zone for consistency;</p> <p>c. ensuring that business activity continues uninterrupted and that vehicular traffic moves through the CBD at a sensible speed and in a safe manner. We propose that by making it too difficult for traffic to access businesses within the CBD risks affecting economic growth which may inadvertently push people away from the CBD;</p> <p>d. buses, cycle lanes, and footpaths all play their part and an integrated approach is taken to the traffic management within the CBD; and</p> <p>e. speed limits be adequately enforced.</p> <p>4.3 Property Council is also concerned that parking infringements need to be adequately enforced. Our members believe that this would address concerns raised about a lack of on-street parking. We suggest that short term spaces are being used all day across the city and more enforcement could lead to improved car parking building usage.</p> <p>4.4 Parking space infringements also need to be adequately enforced to ensure users are parking within the space rather than partly into the traffic lane and causing obstructions. The lanes are far too narrow to allow these infringements to continue to go unchecked.</p> <p>4.5 Property Council also suggests that Council consider reviewing its parking time frames in the CBD for more consistency. This again would make parking fairer and could lead to better use of car-parking buildings rather than using on-street car parks throughout the day.</p> <p>5. CONCLUSION</p> <p>5.1 Property Council supports Council's intention to make the CBD traffic movements in the CBD safer by reducing the speed limits to 30km/h. However, we suggest more consistency and a potential 30 km/h zone bordered by Montreal Street, Madras Street, Kilmore Street and St Asaph Street, and keeping the one-way streets at 50 km/h.</p> <p>5.2 Property Council wishes to be heard in support of our submission.</p>					

Sub. ID	30k	Gateways	Comments	10km	Do you have any comments?	First name	Last name	Org
18779			<p>As an expert safety hazard study has indicated that up to fifty fatal or serious injury accidents a year can be expected to occur in the Oxford Terrace Crossing, as it is currently designed, the Canterbury West Coast District Council of the NZAA is concerned avoidable traffic safety hazards and congestion problems are knowingly being created.</p> <p>A suppressed Safety Audit of the Hospital Corner Anchor Project has confirmed thousands of pedestrians and cyclists will be exposed daily to common/frequent risks of likely death or serious injury. Expert assessments project fatal or serious injury collisions involving pedestrians or cyclists will occur frequently though probably less than once a week.</p> <p>As designed the road changes will channel hundreds of shuttle buses, taxis, cycles, and private cars along the 120 metre section of Oxford Terrace from the Riccarton Ave, Hagley Ave, and Tuam Street intersection while more than a thousand pedestrians cross daily between the existing hospital and the new outpatients building. As well as dodging the pedestrians and other vehicles stopping to unload passengers or pulling back out into the traffic, cyclists and drivers will also be required to negotiate a new roundabout at the Antigua Street intersection.</p> <p>As making the walkway across Oxford Terrace a legal pedestrian crossing would result in buildups of vehicles in Riccarton Avenue even as far back as the other side of Hagley Park pedestrians will not be protected by the legal right-of-way provisions normally afforded to them on an official pedestrian crossing.</p> <p>We are not persuaded installing signs to warn pedestrians to give way to cars and cyclists to look out for pedestrians, as recommended by the safety auditors, will be sufficient to alleviate the obvious safety risks. Nor is imposing a 10kph speed limit likely to be a practical or effective method of mitigating the identified hazards.</p> <p>The new outpatients unit is expected to cater to around four thousand visits per day with many of the visitors mobility impaired and very frail. The CDHB handles 200,000 to 250,000 outpatient appointments annually. Before the earthquakes there was a parking building on a site adjacent to the new outpatients. To safeguard hospital visitors from the well recognised hazards of crossing Oxford Terrace it was linked to the hospital by a subway which was rendered unusable by the quakes.</p> <p>An airbridge to convey both pedestrians and bedridden patients between the two buildings would have been the most cost-effective solution to loss of the subway. However Ministry of Health officials vetoed this proposal on the grounds of cost, yet we understand</p>	NO		Roy	Hughes	NZ Automobile Association



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			<p>they have spent around \$14 Million repairing the subway just to restore the steam service alone.</p> <p>For more than a year Spokes Canterbury, the Earthquake Disability Leadership Group, and the Canterbury West Coast District Council of the NZAA have repeatedly raised our concerns about the obvious inadequacies of this project. Yet though they are now confirmed and reinforced by the safety audit our concerns have still not been properly addressed.</p> <p>We request the opportunity to make further verbal submissions to the council on this issue</p>					
18780	Yes		<p>The Victoria Neighbourhood Association (VNA) is pleased to see that council is proposing to extend the 30 km/h speed limit area in the central city. You say that these changes are intended to make a safer street environment for everyone and there is evidence that this is the case:  <a href="https://twitter.com/GKoorey/status/1032194614332014593">https://twitter.com/GKoorey/status/1032194614332014593</a> The 30 km/h speed limit area has seen a reduction of 25% of injury crashes over the last two years, while in the remainder of the CBD, injury crashes have gone up by 13.5%. What is not to like about that? That is what meaningful road safety initiatives look like. While the proposed speed limit changes are outside our group's area, we nonetheless support your proposal.</p> <p>What we would really like to see happen is for the speed limit to be dropped to 30 km/h in our area, too. We offer the following thoughts to you.</p> <p>At the very least, we would like to see the lower speed limit applied to the residential streets in our area as per Figure 1 below. Our area is highlighted by a red dotted line; boundary streets are Victoria, Bealey, Colombo and Salisbury. We suggest that at a minimum, a lower speed limit should apply to Peacock Street, Beveridge Street, Conference Street, and Gracefield Avenue. All those streets are zoned residential and they are mostly very narrow. We further suggest that the lower speed limit should also apply to Colombo Street all the way to Bealey Avenue; the lower limit currently finishes at the Avon River.</p> <p>11.09.2018</p> <p>Regarding the VNA submission (below), the Committee met last night and voted unanimously to support the 'provisional' submission. I told you I would let you know the outcome of the meeting.</p> <p>There were several additional comments that I pass along for what they are worth at this stage:</p>			Bob	Manthei	Victoria Neighbourhood Association

Sub. ID	30k	Gateways	Comments	10km	Do you have any comments?	First name	Last name	Org
			<p>1. If the VNA area is limited to 30km, it will be somewhat of an oasis in a 50km area. People thought this factor would be an argument to extend the 30km limit throughout the four avenues area.</p> <p>2. At present it is difficult for people to know where the speed limits start; the signage is inadequate. People hoped it would be made clearer whenever they were entering a 30km area.</p> <p>3. Lower speed limits should be the norm in any residential area throughout the city, not just in the central city area. The arguments for their existence within the four aves apply in any residential area.</p>					
18853	No	No	<p>There's hardly any on street parking in city less people coming to city to shop &amp; dine. We need more on street parking. This is why Malls are so successful with plenty of free parking.</p> <p>We walk around the city and so many empty cafe's etc.</p> <p>We hear a lot of comments why people don't come into the city and always because of no street parking and they won't go in Wilsons car parking lots.</p>	No	The 30km/h speed limit works well as slow enough for motorists to slow further if need	Roland	Logan	
18873	No	No	<p>Your 'improvements' to the Central City have ruined the town - it is impossible to park, move through it - it is an absolute eyesore with painted roads, zillions of signs, traffic lights, concrete obstructions. I refuse to go into town or support the businesses.</p> <ol style="list-style-type: none"> <li>1. Remove all the concrete obstructions</li> <li>2. Put back all the carparks</li> <li>3. Get rid of all the extra signs</li> <li>4. Put bicycles on the pavements because there are no pedestrians - they are all at the Malls</li> <li>5. Fire these idiot town-planners</li> <li>6. Stop butting down the trees and planting 'politically correct' bits of grass</li> <li>7. Stop wasting rate payer's money with stupid surveys</li> <li>8. Stop spraying weeks with the diabolical kiwi cale product because it is killing all the insects</li> <li>9. Go and have a look at small regional towns with nice plain gray roads and ordinary car parks and see how pretty and functional they are</li> </ol>	No	<p>Cyclists should pay for these infernal cycle ways - not car drivers</p> <p>Stop cutting down the trees</p> <p>Stop spaying weed killer everywhere</p> <p>Stop wasting money: i.e. How much has this nonsense cost???</p> <p>Re-instate the car parks - you live in an expensive fool's paradise if you think you can separate humans: i.e. rate payer from their cars</p> <p>Stop providing endless community support &amp; welfare - it's not a communistic state - yet</p> <p>Stop increasing the rates.</p> <p>Stop this indiscriminate housing development. There isn't enough water for the houses that are already built</p>	Edwards Family	None	

Sub. ID	30k	Gateways	Comments	10km	Do you have any comments?	First name	Last name	Org
			<p>10. We are rate payers: not idiots who need nanny-state potty training</p> <p>11. And you have ruined the water so guess what? Here's another family bound for Australia</p>					
18878	No	No	This will once again reduce people's desire to visit or shop in the city further reducing business confidence	No	See left put pedestrian light controlled crossings in place	JH	Ludgater	
18971	No	No	<p>The reduced speed limit is ridiculous.</p> <p>90% of vehicles travel at well over 30kph.</p> <p>This in itself shows that the speed is too low when there is no congestion.</p> <p>The one way section of Barbadoes St is far to slow of a speed for the flow of traffic, and the same would occur on St Asaph.</p> <p>Council should be spending money on improving traffic flow - not hindering it.</p> <p>Absolute waste of ratepayers money!</p>	No	Traffic will adjust to the required speed relevant to conditions, as this is not a main thoroughfare	Mark	Harrison	