

Marshland Spencerville Kainga Speed Management Plan - consultation feedback names only

#	First name	Surname	Name of organisation (if applicable)	Feedback
26053	Stewart	McCullough		I am in favour of the reduced speed limit in the areas designated. The left hand give way turn at Chaney's corner needs to be fixed and there should be double yellow lines leading up to and over the old waimak bridge. Living in a street that has recently had its limit reduced from 50kmph to 30kmph it is essential that you have a plan to combat speeding drivers. We get plenty of cars speeding in our street but once it is dark it goes over the top, probably 4 out of 5 are speeding. Some high tech speed cameras situated at various spots along marshland road would be good.
26049			Christchurch Ready-Mix Concrete Limited	Christchurch Ready-Mix Concrete Limited (CRMC) is supportive of the proposed speed reduction to 60 km/hour, in particular across the Old Waimakariri Bridge, down Main North Road and Marshland Road. Our site is located at 10 Empire Road and trucks and light vehicles have significant issues trying to turn right onto Main North Road and turning right onto Empire Road to access our site. The current speed limit of 80 km/hour does not allow sufficient time for vehicles to complete movements in a safe manner. A truck and trailer takes time to get up to speed and the speed vehicles are coming off the bridge does not allow enough time for people to respond. There have been a number of near misses and at least one significant crash which resulted in a double fatality. Our staff were the first on the scene and this experience has definitely made a lasting impression on them. There needs to be a speed reduction in this area or there will be further loss of life.
26040	Kerrienne & Robin	Johnston		Lower Styx road needs to be reduced to 60km/hr
25997	Mark	Darvill		I support the proposed changes on Marshlands Road but I fear that the reduction here and on the first part of Lower Styx Road will cause an increase of speeding along the balance of Lower Styx Road to Spencerville. There is a well-established cycle training route that goes up Marshlands Road and along Lower Styx Road to Kainga Road and back to the old Waimak bridge. Generally this is a well surfaced, lightly traffic'd circuit - once used extensively by Cllr Graham Condon. The traffic is worst (fastest, passes closest) on Marshlands Road and Lower Styx Road. I fear that reducing traffic speed on Marshlands Road and on other roads connecting to Marshlands Road from Spencerville will drive up the volume and speed of traffic on Lower Styx Road.
25994	Glen	Koorey		I strongly support the introduction of 60km/h speed limits in this area. I note that you mention "more road markings" as a way of reinforcing this. I would suggest that, on local roads at least, the REMOVAL of centreline markings (retain edgelines) would be much more effective at lowering vehicle speeds by introducing driver uncertainty - there is evidence of this effect elsewhere in NZ and internationally.
25982	Noella	Gould		<p>I drive on Marshland and Mariehau Rds most days. Many of the other roads in the plan, I drive regularly so I feel I know the area fairly well.</p> <p>Mariehau Rd: I do not believe this road's current poor condition allows for safe travel at 80km/h. Additionally, the parking around Veges Direct is often dangerous and I would support a much lower speed limit (50km) in that small stretch of road.</p> <p>In the future, there will be considerably more traffic on this road with the development of the lower part of the Prestons subdivision. I would support lowering the speed limit to 60km for the remainder of this road.</p> <p>Marshland Road: A lowering of speed limits would be a mere stop-gap measure. I believe that there are longer-term problems here. This is now a major road and with more development in the area, traffic will only increase. Maybe the new corridor project will take some of the pressure off Marshland Road but, in my opinion, this road desperately needs redevelopment and safety improvements. When turning right, I often feel vulnerable to being hit from the rear. In some places, there is not a lot of room for vehicles to pass. Traffic turning right from side roads often has to play a game of chicken, especially in rush hours. The Hawkins Rd/Lower Styx Rd intersection is dangerous. A no right turn sign does not resolve the issues of bad road alignment. The Styx River bridge is far too narrow. Right turning into Turners Rd et al from Marshland Rd could do with having turning bays. The railway crossing needs reworking and the speed limit for the Waimakariri Bridge, and the approaches should be dropped. I would encourage plans to accommodate cyclists and pedestrians for any future plans for Marshland Road. Currently, there is room on the shoulder in most places but both the Styx and Waimakariri bridges are real danger spots.</p> <p>Remaining roads: Many of these roads are quite narrow and probably started life as shingle tracks servicing a few farming properties. I suspect that there likely improvements that could be made but that cost will be a barrier. Dropping speed limits is really only a stop gap measure and I encourage you to consider improvements as part of the long term plans for this area as development increases. The well used Quaid's/Hawkins/Radcliff intersection would benefit from a lowered speed limit.</p>

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25973	Robert	Fleming		I am in agreement with the proposed changes. As the volume of traffic gradually increases it is becoming more difficult for those who wish to travel safely on certain roads to do so; whether a pedestrian trying to cross, someone who chooses to ride a bike, a person unfamiliar with the area, a person learning to drive, or a person who through age or disability is less confident driving at the higher limit at all times. The particular roads selected have less than optimal intersection layouts and a mistake can easily be made. Lower speeds will reduce the risk of serious injury or death. Some of the roads have a road surface of inferior quality for the speed that is permitted. Reduced speeds in residential areas bring a perception of better safety for those who have to enter/exit driveways. Noise reduction can also be improved thereby improving the living environment for residents. Thank you for the opportunity to make this submission.
25972	Lawrence	Roberts		I support the proposed speed limit reductions. This is especially so over the old Waimak bridge. The bridge design is for an earlier time with less traffic, smaller vehicles, and less cycle users. A lower speed limit will provide better safety for all users of the bridge.
25971			Mairehau High School	<p>Mairehau High School is submitting this response as this area is within our proposed school zone. As a school, we are concerned about the health and safety of our students when they travel to and from school.</p> <p>We promote active transport for our students and encourage the use of the school bus that follows a route through the Prestons subdivisions.</p> <p>We also support the retention of the current 70 km/hr speed on Marshland Road in the area north of Lower Styx Road. Currently, this area has not developed to the extent of the area south of Lower Styx Road. It seems normal to expect a traffic speed of 70 km/hr in a rural looking area. Drivers would expect a speed change when they approach the area south of Lower Styx Road as this particular area is becoming more urbanised.</p> <p>The school supports the proposed reduction to 60 km/hr of all other roads indicated in red on the map. This will aid safe local transport, as locals use the many facilities and infrastructure developed within this area. There are many more driveways with vehicles exiting and cars parking on the roadside. Our desire to promote walking and cycling becomes more attractive with vehicles travelling at a lower speed. Suitable crossing points need to be designed for pedestrians and cyclist. Our suggestion is to keep cyclists to the east side of Marshland Road for access to the Eastern suburbs and to encourage cyclist to travel towards Hills Road and use the underpass on QEII Drive to travel to Mairehau High School and beyond, into the city.</p> <p>Our school bus follows a route through the Prestons subdivision. We envisage that this bus will continue to increase the number of students it provides for as the zoning review of Christchurch Secondary Schools takes effect. The safety of such bus movements from bus stops and the ability to move out into the traffic flow would be much safer with the suggested reduction in speed. Many of our students learn to drive during their time at Mairehau High School. We currently have several senior students driving to school from Marshland and Parklands who would travel through this area.</p> <p>The ability to merge, change lanes, when travelling from Mairehau Road and south on Marshland Road and be ready to turn right into QEII drive at the Marshland/ QEII intersection is becoming more difficult with increased traffic flow; a speed reduction would help this.</p>
25970	Connor	Higgs		See attachment at the end of this document (21 page analysis including alternative speed limit options and plan)
25969	JULIA	HOME		When the traffic is heavy the existing speed limit isn't reached. When the traffic is light, it flows well. Once the new motor way goes in the traffic will be less and the need for reduced speed for such a distance would seem ridiculous. Maybe from Prestons Road but certainly not all the way from the Waimak bridge. There is minimal housing north of Prestons Road which also fits in with having the restriction from there south.
25966	Arthur	McGregor		I support lowering of speed limits in this area. This will make the limits more appropriate for the nature of the road. The consistent speed limit will also make it less confusing for drivers. Although some people will complain at the increased travel time, the ample 100 km/h motorway options connecting Christchurch to the north should be prioritised for through traffic, reducing the traffic on these streets.

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25962	Amanda	Williams		<p>I drive the full length of Marshland Road every couple of weeks during busy times, and regularly on many other roads in this area. My husband rides a road bike on many of these roads every week.</p> <p>I support retention of the current 70km speed on Marshland Road in the section north of Lower Styx Road only, and increased enforcement of this speed limit. South Bound traffic in this section often has impatient drivers who overtake dangerously. 60km seems a little slow for this section.</p> <p>I agree with the proposed reduction to 60km for all other roads indicated in red on the map, to support safer local transport, while encouraging the promotion of safe walking and cycling.</p> <p>I have noticed that vehicle speed compliance has increased the in North Canterbury small towns which have recently installed electronic speed detection signs. Speed detection signs would be useful at the north end of Marshland Road, and near Ouruhia and Marshlands Primary Schools.</p> <p>This is a good opportunity to introduce more visual speed reminders so drivers are regularly reminded what the speed limit is. These could be signs on poles or painted on the road. Drivers adhere to speed limits better when they are certain what the speed limit is.</p>
25958	Colin	Ong	Mr	<p>Not too sure if I am in agreement with lowering the speed limit on Marshland Road to 60 kmh as it has already been cut to 70 kmh before when it had an 80 kmh limit. The present limit is about right, but what needs to be done is to have better signs en route and also better lighting where the junctions and turn offs meet with this trunk road.</p> <p>The rest of the proposal appears sound enough.</p>
25957	Roger	Hudson		<p>I DO NOT support lowering the speed limits on these roads to 60 kmh.</p> <p>Please leave these speed limits as they are.</p>
25952	Angela	Mcpherson		<p>I often use these roads and I think it would be good to lower the speed limit. Reasons - the roads are not built for speeding vehicles and there has been a large increase in housing developments in this area. Resulting in increased personal and commercial traffic.</p>
25950	Pete	Johnson		<p>Wouldn't it make more sense to review this after the northern arterial is in place and the traffic effects of this are more clearly understood?</p>

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25944	Brian	Neill		<p>I am a retired Traffic Engineer and was involved in the development of the 'Setting of Speed Limits Rule' during the period prior to the demise of the former Traffic Regulations. A long-time advocate of 60 km/h limits for urban, and in particular, multi-lane urban arterials, I am pleased with the proposed NZTA 'Safe and Appropriate Speeds' classification method for both urban and rural areas. I also support the concept of area speed limits. However, I would recommend that caution be exercised by CCC with reference to rural arterial and secondary roads. In this case Marshland and Main North Roads.</p> <p>Marshland Road in particular is rural in nature and does not, in my view, justify a reduction from 70 km/h to 60 km/h (reference the proposed classification method). The change in speed limit a few years back from 80 to 70 km/h was acceptable due to the increase in traffic volume. However, a further lowering of the speed limit will frustrate drivers travelling this route particularly when traffic is light and free running. Motorist's comfort levels and inability to adapt to the conditions will lead to an increase in the speed differential between vehicles leading to risky overtaking by some non-complaint drivers. I support the 'area speed limit' on the local network west of Marshland Road and on Spencerville and Kainga Roads.</p>

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25942			Christchurch North East Secondary Education Committee Inc. (NESE)	<p>This submission is made on behalf of the Christchurch North East Secondary Education Committee Inc. Our committee has been active in North East Christchurch, particularly the area East of Marshland Road, for more than ten years. Our primary focus is secondary education. Our other goals support growing stronger communities. Our website is www.nese.org.nz</p> <p>We actively promote local schooling. We strongly advocate for students using active transport to get to school. We all have family members who frequently drive and cycle on the roads in the proposed speed management plan.</p> <p>We support retention of the current 70km speed on Marshland Road - only in the section north of Lower Styx Road. We support enforcement of this speed limit. South Bound traffic in particular, frequently has drivers who want to drive faster than the current 70 km. These drivers often overtake dangerously to achieve this.</p> <p>We support the proposed reduction to 60km for all other roads indicated in red on the map. This will aid safer local transport and encourage the promotion of walking and cycling. This is appropriate as these roads are being developed and gradually urbanized.</p> <p>We have observed increased vehicle speed compliance in response to flashing speed detecting signs in Amberley, Waikari, Culverden and Hanmer Springs. We believe similar signs would increase compliance with any speed reduction. They would be useful in areas where there are schools and pedestrians, as well as at the north end of Marshland Road.</p> <p>We suggest there is a need to introduce a new speed reminder system into our road traffic design so drivers can see at a glance what the speed limit is for the road they are currently driving on. Sometimes drivers don't observe the change in speed sign when they are focused on other road activities. We believe drivers are more likely to adhere to the speed limit better if drivers are confident they know the speed limit of the road they are on. Suggestions include more regular speed limit signs painted on the road to drive over, or painting one white line a different colour every 2-400m, where the line colour corresponds to a particular speed, or other ideas.</p>
25934	Tessa	Holland		I do not want the speed limits reduced to 60 Kph. Even at the current speeds, traffic can be banked up going slowly anyway, at rush hour times. If it must be altered, no less than 70 Kph. It is not residential / city as such, but rural. 70 Kph is reasonable, without being too slow or very fast. I still prefer: DO NOT ALTER THE CURRENT SPEEDS at all.
25931	Charlotte	Bebbington		This area of town has little or no cycle or pedestrian infrastructure around busy roads with high traffic volume and high speeds. The risk of an accident is known to be high. "Across the whole area there have been four fatal, 28 serious, 77 minor and 155 nonâ€injury crashes between 2013 and 2017." Reduced speeds will decrease the rate of car crashes and make the area slightly safer for cyclists and pedestrians to use.

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25919	Adele	Mitchell		<p>As a Prestons resident, a trustee of the Marshlands Community Hall and a Lawyer I agree with lowering the speed limits to 60km except for on Marshland rd.</p> <p>Marshland rd is a main road. As a frequent user of the road I don't see high speeds as an issue. I think lowering the speed would actually create more tension and lead to higher crash rates.</p> <p>The issues leading to crashes as I see it are</p> <ul style="list-style-type: none"> -the sudden narrowing of the road and merging from one lane to two at Mcsaveney's rd- creating last minute breaking and merging (at low speed) - the fact that the road is not two laned all the way past Prestons- creating traffic and frustrations - the lack of lights at Marshland and Styx mill rd that have been delayed for too long and are needed to take pressure of the intersection at Prestons road <p>I would be disappointed if yet again the council decide to lower the speed in my area unnecessarily. Lowering it to 40km in Prestons has done nothing to reduce excessive speed. Most people ignore the 40km limit and drive 50km anyway and the people who drove stupidly before continue to drive stupidly now.</p>
25917	christine	FITZGERALD		<p>Painted markings have proven to be effective on roads @ 70km/h @80km/h @100km/h. Lowering the speed limit on these roads will hinder travellers and traffic flowing resulting in traffic build ups.</p> <p>Frustrated drivers cause accidents more than speed. Travelling this road every day, I do not see any issues at the current speed limits. The report is exaggerated in reporting the high crash incidents. These roads are not built up residential and do not warrant a reduction of 20km/h</p>
25900	Jacqui	Miller		<p>I do not support lowering the speed limit along Marshlands Road to 60km. I use this road everyday to get to and from work from North Canterbury and feel that the current speed limit is adequate for the times which I travel along this road. Obviously during peak times it is not possible to go at this speed but when the traffic is flowing 70km works well.</p>
25899	Vivien	Knight		<p>Has there been a study into speed being a cause of the accidents? I would be interested to know if there has been a proper study done or this is a simplified solution to a growing problem of impatience in drivers. The local fire brigade is of the opinion that the majority of crashes are caused by drink driving and therefore a change in the speed limit would have little affect on the statistics.</p> <p>Most residents' cause for concern are the intersections with Marshlands Road at Lower Styx Road and Chaney's Corner. These are unsafe and cars are taking risks to cross the intersections as the traffic on Marshlands Road is increasingly heavy during the day. Large trucks often don't get the space to merge with the traffic.</p> <p>Maybe the council should stop building new houses on the outskirts of the city and encouraging businesses to return to the centre without improved public transport. Maybe the speed is better left as is until the new Northern Motorway is in place and the effect it has on local roads is assessed. This being said, the intersections mentioned above are in dire need of improvement.</p>
25887	Mike	Sheppard		<p>I am totally opposed to any more speed reductions around our city. The fatality and injury statistics for the area over four years do not justify the reduction. I use Marshland road frequently and the major problem I see is cars travelling well below the currently posted speed limits. This causes frustration and results in some spectacularly poor decision making which I suspect will be the cause for the majority of the accidents you report, not speed! By reducing the speed limit, you will just encourage people to travel even lower than the posted speed limit, which without enforcement will just cause more frustration and more gridlock on Marshland Road. Marshland Road is a major route into Christchurch, and even with the new motorway extension will still see a significant amount of traffic come into Christchurch. It should not have any further reduction in speed North of Preston's Road.</p>

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25879	Samantha	Muff		I disagree with changing the speed limit, I think it's fine as it is the main problem i see is distracted drivers on there phone etc or drivers going well under the speed limit pissing everyone else off
25874	Anne-Marie	Gilmore		<p>Hello,I travel into Christchurch Mon-Fri to my workplace which is in the lower end of Marshland Road, Shirley and travel along Marshland Road via the old Main North Road from Bridge End twice a day at 7:45am and returning home at 4pm. The road is very congested in the morning with speeds of around 40kmp/h but flows more freely on my return trip home sitting around 60-70kmp/h. I would be interested to know what time of day the accidents that have occurred on Marshland road happen - is it mostly in the times of heaviest traffic? Once the new motorway extension to Cranford St opens, Marshland road will (hopefully!) become less congested so nose-to-tail accidents will be less likely. With less congestion I would suggest fewer accidents will occur. Marshland Road speed limits have already dropped from 80kmp/h down to 70kmp/h which I feel is low enough. The road is straight, visibility is good and the road wide enough to pull over if needed.</p> <p>I agree that perhaps the speed limit should be reduced to 60kmp/h on the HomeBase through to Prestons Road.I would not like to see the limit decreased from Prestons Rd to Main North Road on Marshlands Road.</p> <p>Many thanks</p>
25854	Cliff	Swalles		<p>Idiots or careless drivers are likely to make the same mistakes or continue to deliberately ignore rules, regardless of speed limits.</p> <p>I have been using Marshlands Road on a daily basis for the last 15 years, so also experienced the road when the limit was 80kph with a round-about that's been replaced by traffic lights, and can't say I have noticed any difference in the number of incidents before or after the speed limit reduction, despite more traffic resulting from the introduction of Prestons sub-division.</p> <p>It might be great as yet another revenue opportunity for whoever benefits from speeding fines, but why reduce the speed limit when the road is suitable under most conditions for sensible people driving at 70kph? Very little will change.</p> <p>Those who ignore speed limits are likely to be even more dangerous when they get frustrated with a seemingly pointless reduction and put other drivers at risk, whilst the other drivers who can drive safely to the conditions are being needlessly slowed down yet again. The only car accident I have been involved in during my 15 years in Spencerville was driving at approximately 30kph on our subdivision when a young lady drove out of an intersection into the side of my car, which was written off!</p> <p>What did reducing the speed to 70kph achieve? Not forgetting to take into account all of the other changes such as Prestons sub-division, numerous road layout changes, new supermarket, McDonalds, Homebase, and a liquor store.</p>
25851	Glenda	Duffell		Marshlands Road should be left at 70 from Kainga to Preston's Rd at least until the impact of the new motorway is known. Marshlands Road could be made safer if you actually maintained the berms, it is the state of these that causes accidents when motorists suddenly realise they can't pull off because of huge pot holes. There is absolutely no need to reduce the speed limit, most accidents are not speed related- nose to tails by people not watching e.g texting or on their phones and performing u turns without looking
25848	John	Storey		Marshlands rd should be kept at 70km. All roads off that should be 60km. I travel the road at least 4 times a day or more. Maybe this should be held off until the CNC project is complete to see who is actually using this road regularly.
25845	Natalya	Pitama		Nothing wrong with the speed at 80 or 70. At peak hours, it doesn't even reach those speeds. I've been driving this road for mahi for 20 years. Stop making it more frustrating to drivers and for drivers to use. Leave it as is. Why do it? Why? You've put a school close to the QEII round-about that needed a crossing. Now, when it's a red light, the back up on the round-about stops all inlets and outlets. It's dangerous for school children and drivers. Seriously. Who makes these unusable, impractical decisions. Leave Marshlands at 80/70. Any more reductions and I'm sure the enforcers of rd speeds will get the revenue they want. How about helping to fix the Old Waimak Bridge? Have you seen that? Thank you for allowing me to use the token gesture.

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25844			Ouruhia School Board of Trustees	<p>We support the reduction in the Marshlands area to 60km particularly Turners Rd.</p> <p>There is currently no speed reduction on Turners Rd in the school area and we have witnessed some dangerous speeds past the school particularly at morning drop off and afternoon pick up. A speed reduction would go a long way in making the road safer for the school community.</p> <p>This would also result in more of our school children walking to school as at the moment it is too dangerous there are no safe footpaths and the children have to walk on the grass verge with traffic including trucks speeding past. Many of our families live in Spencerville and it would great benefit to our school community if there was a footpath and or bike track along Turners road and Spencerville Road for our children and families to use. This could also benefit the local community if the submission is successful for the subdivision along Spencerville road that is currently being reviewed. We want to encourage our children to be active and promote a healthy lifestyle a safe path for our children would certainly encourage this.</p> <p>There are several local businesses that involve trucks/large tractors that regularly go up and down Turners Rd and the road is currently too narrow for safe passage at 80 kms.</p> <p>We would also recommend a right hand turning lane on Marshlands Rd for Turners Rd - similar to the lane for turning off Marshlands into Belfast Rd. There are a few houses directly opposite Turners Rd exit onto Marshlands Rd and if cars are parked up on side of road it is quite dangerous to be sitting in the middle of Marshlands Rd and cars trying to pass around the side of you with little room. There seems to be plenty of grass verge on both sides of the road to allow room for a right hand turning lane. There are currently 3 Ouruhia School families living on the other side (West side)of Marshlands Rd that the children have to try and cross the road during rush hour traffic - a traffic island would make it much easier and safer for these children to be able to cross the road.</p> <p>Another wish for the school community is an upgrade of existing footpath along Marshlands Rd - the school children regularly use this footpath to walk down to Ouruhia Domain/Hall. This footpath has not been maintainer for many years from Turners Rd to Ouruhia Domain /Hall and it is in bad shape with no clear definition of the footpath. It is a health and safety concern for our school when the children do walk down to the Hall/Domain with the trucks and cars that speed down Marshlands road reducing the speed would certainly reduce these risks.</p>
25840	Owen	Minchington		Under heavy traffic conditions motorists are unable to travel at the present speed limit of 70km. So reducing the speed limit is a pointless excercise that will only incur more frustration from motorists using this road often. Also Marshlands Rd is the only practical main route to the Eastern side of CHCH and therefore should be improved to allow the faster speed limit to be safer. Most of the accidents are because of poor attention to the road and conditions and not related to speed.
25838	Michelle	Frazer		Please leave it at 70, mostly you cant do this speed down this road but when traffic is light it is great to be able to travel at 70, there are no major hazards and I feel lowering it will frustrate people who use this rd regularly
25833	John	Allender		Additional submission invalid - content included in 25831 below
25832	Kelly	Chapman		I'd like to see Marshlands Road stay at it's current speed limit.
25831	John	Allender		<p>lowering the speed limit from 70 to 60 on Marshlands Rd is unpractical and unnecessary, i travel this road every day sometimes up to 8 times a day and have seen no need to slow this road down any more than what it is, most users dont do 70 but 60 or 55 which can be frustrating for other users, taking it to 60 will mean they will do 50 or down in the 40s. thus not helping with traffic flow, this road has very few if any accidents on it, and needs to be left as it is so people can complete there journey in a timely and cost effective manner. There are no pedestrians on this road from housing and very few cyclists.</p> <p>Received as #25833: it seems that the council is determined to lower every road in the district and i fear no matter what argument we put up will largely be ignored, and they will do them anyway but seem to go thru the motions of consultation. Marshlands, prestons, belfast, quaid, mairehau, kainga do not need there speeds lowered. and yes i have seen the crash statistics, however you can not attribute these all to speed, people crash because they are poor drivers and ignore basic road rules. you will always have crashes regardless of the speed limits . how about the police start ticketing drivers doing 80km on prestons in a 50km area first.</p>

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25828	Denise	Olley		<p>This is beyond silly I travel this road every day sometimes up to 4 times a day for years from 6 am to 1130pm and only once have I seen a accident. Then it was a car pulling out from a side road cutting in front of the main road traffic. This was due to careless driving not speed. Most of the accidents are due to careless driving so lowering the speed limit is going to cause major traffic jams and hold ups at peak times. It's a fairly straight road and a road use by motorists traveling to and from work to the eastern area. What we will end up with is impatient drivers held up in traffic and possibly more accidents because of it.</p> <p>Not everyone can and need to use the motorways. People have to be responsible for their own driving skills and stop making careless mistakes. This is nothing to do with the speed limits.</p>
25827	Edward	Allison		do not lower speed limits on marshlands rd and belfast rd. improve the road if you need to. lowering speed limits in the name of safety has done nothing for NZ but frustrate drivers
25822	Stu	Marsh		Don't agree with the proposal to reduce the speed limit further on Marshland Road. In peak hours the traffic travels more slowly than 70 km/h. Outside peak hours it is a very long road to have such a lowered limit, which isn't justified. In general slowing traffic only means cars are on the roads for longer, which causes more congestion. Recommend more double lanes on Christchurch ring and key arterial roads to help make traffic flow more quickly.
25817	Ben	Tyas		It would be awesome to have a safe cycling route up Marshlands road, the driving up here is far to fast and dangerous to consider cycling from Christchurch through to Kaiapoi which is a shame.
25814	Nikita	Sheremetov		<p>To whom it may concern,</p> <p>I don't think it is necessary to reduce the speed limit on on Marshlands Road to 50 or 60. Overall, it is a fast route to get into the city from our area... the rode is wide and has a lot of space for cyclist and pedestrians to stay safe.</p> <p>I would like to highlight that the intersection of Marshlands and Lower Styx road needs a set of traffic lights to control the traffic coming out onto the main road.</p> <p>All in all, it would be nice if all the speed limits remained the same.</p>
25810	Anne	Howard		I support retaining the current speed limits along the Main North and Marshlands Road.
25797	Shayne	Rosario		would like to see the whole of Lower Styx road reduced to 60 km not just the section between Marshland rd and Te Korari st, as drivers still do burn outs on the intersection before speeding off in either direction. They still ignore the 40km speed limit in the subdivision and would really like to see a camera to deter them.
25772	Ian	Williams		<p>With the upcoming opening of the CNC road, this will reduce the traffic numbers on Marshlands road, as did the opening of the western bypass for the main north road.</p> <p>With this new road, I do not see the rational of dropping the speed limit to 60 kph on Marshlands road. The speed limit was reduced from 80 kph to 70 kph a few years ago, yet in off peak times, drivers still exceed the speed limit.</p> <p>If the speed is reduced further and the traffic numbers reduce considerably (as predicted by both NZTA and CCC) with the opening of the CNC, drivers will then exceed the posted limit even more.,</p> <p>A little money spent looking at the bridge and intersection of Lower Styx Road would make that area safer rather than forcing drivers to slow down and become annoyed further increasing the main Christchurch disease of Road rage.</p>

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#	First name	Surname	Name of organisation (if applicable)	Feedback
25731	Chris	Andis		I do not support the general speed reduction to 60 km/h proposed for this area. The consultation process will be a waste of time, as past experiences tell me that this decision has effectively already been made and due process is all that is being followed. However, I will still look forward to being consulted in the future and you never know, I may be proven wrong.
25729	Gail	Cattermole		I think reducing the speed limit on marshlands road is ridiculous this has gone from 100 to 80 to 70 km per hour this is not an urban street so why drop the speed limit. Roads don't cause accidents drivers do maybe you need to educate people on safe driving ie(driving to speed limit, staying of mobile phones).I travel marshlands regularly and the amount of slow drivers holding up traffic is frustrating I also see many people on there phones and not concentrating on the road.
25727	Allan	Daly		Existing speed limit on Marshlands Rd is workable as is with no need to change. Once the new motorway open the traffic volume on Marshlands Rd will rescue substantially. I believe the current accident figure are distorted due to the massive population drift to north of the Waimakiriri river since the Christchurch earthquakes and that the experience of accidents will reduce substantially with the opening of the Northern corridor. To later the speed limit now when such a change in traffic flow is to occur weeks premature.
25690	Simon	Parkes		I agree with reduction in speed proposal. Changes should coincide with opening of CNC. Particularly important to reduce speeds where end of under development CNC Cycle Way joins main traffic corridor.
25689	wayne	sullivan		i think what you are doing is great ,would like to make ouruhia school 40 km out front as its been 80 km for to long .we also have no pathways for the children on turners road ,so in winter they walk on the edge of the road otherwise ther shoes are soaked ,by the time they get to school thanks
25666	helen	bowers		The speed limit now with the new world macdonalds etc all charging out hardly gives us time to pull out or across from our drive way, just about daily we have horses on board a truck , we have to sit there for sometimes 15 min s to get a break to pull out , very often we have to take a chance just tio pull out and hope the oncoming traffic both ways will slow enough not to hit us. very dangerous
25628			Spokes Canterbury	Whether one believes it is our roads, our vehicles or our drivers which account for the high death toll on our roads it is well established that lower speeds can lower the toll. Upgrading roads is expensive and too often leads to drivers going ever faster. Improved safety in vehicles does nothing to protect vulnerable road users. Driver education and better enforcement are needed, but not forthcoming. Lowering speeds protects all road users at the lowest cost and with the greatest efficacy. This area is poorly served with cycling infrastructure. Lowering speeds can improve cycling and walking safety. Spokes thanks Council for its efforts to make roads safe for all road users.

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#	First name	Surname	Name of organisation (if applicable)	Feedback
25618	Paul	Raudsepp		<p>I do believe that this submission much like the ones for speeds within the town streets will be ignored and already the decision has been made and this is just ticking a box for the process.</p> <p>My wife and I travel down Marshlands road every morning at around 6am along with a small amount of cars traveling in both directions, the lowering of the speed would serve no purpose whatsoever as there are so few vehicles.</p> <p>On the return journey in the opposite direction, there is a large amount of traffic but the flow finds its own speed, which isn't 70, or in most cases even 60. The accidents I have seen on Marshlands road are not caused by speed they are caused by cars from feeder roads not giving way and or not stopping when they should also the congestion of traffic caused by the Prestons rd lights and the lack of merging skills after the said lights.</p> <p>If this is to try and "force cars" to use the new express way coming we will use it if it is an improvement and you would hope for the time, cost and inconvenience it is.</p>
25614	Inga	Currey		<p>Hello,</p> <p>I am against a blanket speed limit to be introduced to all the suggested roads. The dangerous places are the intersections of Marshland and Spencerville Rd and also Marshland and Lower Styx Rd. A speed limit around these intersections would make sense, but as far as I know there are already plans to change the layout of the intersection at the end of Lower Styx Rd anyway. Marshland Rd and Lower Styx Rd and also some of the smaller roads have long straight stretches and on most of them there is not a lot of traffic during the day except for the rush hour. In my mind it would not make sense to have a speed limit of 60 on these roads as it is completely unnecessary for most of the day. I don't think drivers would go down Lower Styx Rd at a speed of 60 with no other cars in sight. I am living in Brooklands which has a speed limit of 50 and a lot of cars are driving at 70 +!</p> <p>Also the changes in traffic flow after the opening of the new motorway has to be taken into consideration. I would assume there will be less traffic on Marshland Rd which again will make a reduction of the speed limit unnecessary.</p> <p>I think 70 on Marshland Rd is a good speed and in times of lots of traffic this reduces naturally anyway.</p> <p>I am happy with 40 in the Prestons subdivision to make it safer for the people living there and to maybe discourage some of the drivers to use this as a shortcut instead of Marshland Rd.</p>
25613	Harrison	Clark		<p>Raise the limit to 80 across all the roads, and provide a turning lane for popular business's. Its a long main route, but as usual the original infrastructure cannot support the changes in business along the road. Reducing the speed limit to 60 will increase travel times for north canterbury residents drastically, and I suspect many drivers will ignore the new speed limits and the clash of slow 60km drivers and impatient 80km drivers is a disaster waiting to happen. During peak traffic it is impossible to go 60, 70 or 80km anyway, it will affect those driving in lower volumes</p>
25612	Alisa	Hansen		<p>Please, for the love of god do not lower the speed limit any further on Marshland Road.</p> <p>I travel this road twice a day (and have done for 15 years), In addition i have also had a serious accident at the intersection of Belfast and Marshland Road causing injury.</p> <p>There is no need to lower the speed limit any further than what it already is. Doing so will cause frustration amongst motorists causing some to take undue risks and cause more crashes.</p> <p>The traffic at peak hour dictates the speed anyway which is far lower than 60, for the remainder of the day motorists should be able to use this road without having the frustration of unnecessary speed limits. Please don't do it!</p>
25611	Mark	Watson		<p>Would be great to have a consistent speed limit but 60km/hr is to slow .. suggest 70km/hr would be more practical .. less frustrating thus more likely to be adhered to.</p>

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#	First name	Surname	Name of organisation (if applicable)	Feedback
25610	Melissa	Skene		I am happy with the current speed limits. My concern is how many new construction yards are now on Marshland Road and how unsafe it is wrestling with large trucks getting out or getting into our driveway. Not sure what council policy is on this and is the land now deemed for commercial business ? Thank you .
25609	Tori	Skene		Should go back to 80kph, those were the days. Didn't even have my license back then so I feel as though I missed out
25608	Georgia	Roberts		I travel to CHCH each day to work and drive along Marshlands Rd between the hours of 8-9 am and 5-5.30 pm. I think the speed limits are satisfactory the way they are at 80 , 70 and 50 as you move towards town, The traffic flow moves easily on the 80 and 70 k limits which is great for those of us who commute causing no frustration. Traffic flows well with few times of bumper to bumper traffic. There is no need to lower the speed limit as the traffic flow causes drivers to lower their speed naturally as it becomes more dense eg 30 kmh the closer we get to the built up area. It will be a waste of time and money to change the speed limits.If there are accidents on marshlands Road it does not seem to be because of speed from my observations as drivers don't speed along this road. If there are accidents it must be due to other factors
25606	Marian	Webster		You have already reduced from 80 to 70mph and I find that the traffic is still doing 80mph and if you slow down the traffic is so close behind intimidating you to go faster. The traffic then becomes frustrated at the slower speed and takes risks to pass, whereas if you have at 80mph the traffic flows much better. If you reduce the speed you then have a backlog of cars waiting at the railcrossing which stops the flow around Chaney's Corner intersection which is extremely difficult to cross at times and I have had cars taking such risks to cross the intersection that I have had to brake many times for cars that are trying to cross. If you keep changing the speed limits as you did last time it makes it difficult to know what speed you are meant to be doing. I realise there are speed limit signs but do you actually know how many people see these signs? I find people become familiar with the status quo and do not even look at signs. Its actually all about sensible driving, not speed limits.
25605	Shaun	Allan		I do not support the change down Marshland road. The issue with this road is the stupid intersections which have not been safely managed. For example, the Lower Stix/Marshlands bridge. This was planned to be completed two years ago but now it's still another 2 years from starting. Create turning bays, reduce blind spots these things might actually make a difference, reducing the speed limit is just a cheap way to try solve the issue.
25604	Matt	Grant		Dont change speed lower. Back up to 80k
25597	parmeet	sidhu		DO YOU GUYS GUARANTEE THAT IF U CHANGE THE SPEED TO 60KMH THERE WILL BE NO ACCIDENTS ,NO YOU CANT BECAUSE SPEED IS NOT THE PROBLEM HERE SOME WHO DONT KNOW HOW TO DRIVE ARE THE PROBLEM HERE ,EVEN U DECREASE THE SPEED LIMITS THERE WILL STILL BE PEOPLE DRIVING OVER THE SPEED LIMIT AND CAUSING ACCIDENTS BUT BECAUSE OF THOSE U PEOPLE WITH UR DESK JOBS PUT US IN
25596	Nicola	Thyne		We have lived on the Hills Road/Prestons Road corner for 29 years and the increased traffic volumes over that time has been huge. We have particularly noticed an increase since the Prestons subdivision was completed. Given that there is a proposed subdivision in the Prestons Rd/Hawkins Rd/ Selkirk Ave block we would strongly recommend the speed limit on Prestons Rd be reduced. There is also the new Burlington Retirement village on Prestons Rd which will account for more traffic.
25594	David	Haythornthwaite		Maintain 70kph speed limit on Marshlands Road north of QE2 drive. There is no need to drop the speed limit any further on this main route into the city. Have no problem with reducing speeds on surrounding roads but maintain current speed limit on main road.
25592	steven	tolson		lower speed limits worked poorly in areas after the Kaikoura quakes even with millions spent improving the roads this will be a similar experience to the tram road scenario with a new lower speed limit (well the signs say it anyway) around the Mandiville shops area. If policed the slowing vehicles will become the hazard even if supposedly all moving at a consistent speed. It will also make peak travel times longer and decrease the opportunities at intersections with them being blocked as people push for the light change or enter on a change, also allowing for more distracted drivers on phoned the radio etc not paying attention to cyclists and people on motorbikes like me

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#	First name	Surname	Name of organisation (if applicable)	Feedback
25590	Sky	Williams		I am a regular commuter to city via Marshlands Road which has 80 and 70 speed restrictions. I oppose lowering the restrictions as it will significantly impact journey times. I would support lowering the speed on the old waimak bridge as I think 80 is too high for such a narrow bridge. The reason I use Marshlands road is because the motorway (SH1) has a higher traffic density and at 100kph sometimes unsafe in dark mornings. We need more good public transport not more traffic jams.
25588	Rebecca	roberts		I feel this will only cause more frustration and accidents driving along marshlands road. It's a main route to go from north canterbury into the eastern side of Christchurch and vice versa it should be like a motorway especially with the amount of traffic during peak times. There has been road works to cater for the new commercial areas which I think works very well. I think another reduction in speed limit (as it previously was 100km) would be a very silly idea. I feel the electronic guides and intersection controls would be a much better idea to try first.
25579	Katie	Simpson		Yes please! Please do anything you can to make traveling safer. The roads in this area leave no room for error. This page has highlighted all the easy options for improving road safety. I think all should be implemented. Please have the courage to give the people the safety they need not the fast uncontrolled roads they want.
25577	Grant	Maunel		Please do not lower the speed limit on Marshlands Road, it's at 70 now and on any given day when travelling to and from work, including weekends, the traffic the way it is, traffic can't even get to 70ks - people are doing 60 anyway. The only time you might see people travelling at the actual speed limit would be early hour in the morning or very late at night. Which to be fair is fine as there isn't any traffic on the road anyway. How do I know this - I'm up at 4:30am in the morning and I work same late shifts till 2am in the morning, so I know what the traffic is like at those time of the morning. Any question happy to answer - I'm talking about Marshlands road also.
25575	HAMISH	CHRISTIE		Please don't change the speed limit. You have two sets of peak traffic times to which traffic flow is so slow anyway. The Prestons road works are already a slow down and frustration. Please don't slow down people's alternate routes as well. Look at the reduction of speed down Styx Mill road from 80 to 60...I drive it everyday heading to the airport and 99% of people still go 80kph. Granted its probably slowed people to 80 instead of being higher. Speed reduction shouldn't be the focus... more education on people's poor driving skills and decision making is the key. Speed reductions tend to make drivers take greater risks and run orange or red lights to make up the time they've now lost by travelling slower.
25574	Cole	Yeoman		I think the speed limit for 70 is suitable for the main stretch of road north up Marshlands Road, but clearer road markings, signage and better intersection layouts would be a very worthwhile upgrade - namely the dangerous intersection of Marshlands Rd & Lower Styx Rd. I think a better layout there could save a lot of hassle, perhaps a widened road in the most dangerous places up Marshlands road - but overall I think the speed limit of 70 is a suitable speed.
25573	Hayden	Smythe		People already ignore the speed limits on these roads. Introducing traffic lights at areas such as near Ourhuia school would be more effective.
25571	Wendy	Dobson		I am strongly opposed to the proposal. Reducing speeds may help make the roads safer but it is never that simple. It fixes what I believe to be a symptom and ignores the root cause. The root cause of the problem is the volume of traffic being asked to try and use a roading system designed for fewer cars. Marshlands Road needs to be two lanes from Briggs Road all the way through to at least Styx Mill Road. As it current stands the traffic barely crawls at peak load with a speed more like 15 kph already. Don't waste money on the symptom. Fix the problem.

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#	First name	Surname	Name of organisation (if applicable)	Feedback
25570	Casey	Milne		Personally using this road daily to travel from Rangiora to Christchurch, reducing the speed limits in this area is not going to have the intended affect. Money would be better spent putting traffic signals of some sort at the Chaney's intersection where the fatal accidents tend to happen. Reducing the speed limits tends to cause more congestion at peak times and for longer periods of time causing people to become more impatient and dangerous drivers and also those that tend to be the problem in the accidents take no notice of speed limits in fact many still go 80-90 km when the speed limit is now 70km.
25569	Mel	Tucker		Please don't lower the speed limit down Marshlands road people never do the speed limit as it is....70 is fine! Plus people coming in the city can't go over 30...its the side intersections that are the problem!!! lowering the speed wont help people make the wrong call all the time!
25568	Leone	Campagnolo		I regularly travel down Marshlands Road and believe the speed limit should stay at 70km until Prestons Road. The traffic either flows freely or at peak times road is congested so speed is usually down to 50-60km. I am not aware of many accidents on this stretch of road and find that other cars get let into traffic flow. Because of the zoning of Marshlands Road I don't think there is provision for businesses starting up that would have high traffic flow....unless it is being rezoned. Thanks
25565	mark	ball		i travel down marshlands road on my way to work every morning i think insted of lowering the speed limit it would be a better idea to catch the drink drivers and drug takers that i encounter at 4.30 in the morning i have seen some very scary driving on my way to work. weekends we also travel the road and have not had any problems. dont drop the speed limit get rid of the dangerous drivers.
25564	David	Whiteman		As somebody that has commuted into Christchurch for the last 20 years along this route I am absolutely flabbergasted that a speed limit reduction could happen along this route and would vehemently oppose such a change. Travel times for North Canterbury commuters such as myself have been appalling since the earthquakes changed things forever anyway. My car is also far less efficient at lower speeds which would add extra exhaust emissions to an already polluted Christchurch. How can this be a justified proposition to put forward for safety reasons when we have central Christchurch city streets over-run with electric scooters traveling on footpaths up to 30kph causing and at risk of causing more accidents for pedestrians let alone road users? Seems completely illogical and ill-conceived reasoning to me.
25561	Bruce	Moher		Marshlands Road is a main thoroughfare from the North into Christchurch. The length of it should cater for speeds of 80kmph to QEII Drive, and access points designed to suit. The speed has already been reduced, yet no information is provided on what impact this has had, and therefore why a further reduction would make any difference. 60kmph is ridiculous north of Prestons, that is not a residential area.
25560	Madison	Crawford		I don't think lowering the limit is going to stop people speeding in these areas. Especialy through spencerville and brooklands. A lot of people use this area as another motorway and even though the limit is 80km and 50km most people still go close to 100km through these areas. I think you need to place police out these ways more often as that's the only thing that will stop people speeding. Especially between 6 and 8, 4 and 7 and at stupid hours in the early morning. If you really want to make a difference, place policemen in these areas. Don't bother lowering the limit, it won't make any difference. And don't focus on the people going 60km focus on those going 80km plus
25559	Rory	Paterson		I use Marshlands road every day to commute between Pegasus and the Christchurch CBD. I look forward to the completed Northern Motorway to reduce my travel time. I support the lowering of the speed limit on Marshlands Road to 60Kph as my average speed between work and home is about 48Kph on a good day, so I don't think it will cost me any time really. However, I think Marshlands Road needs to be four lanes wide to reduce congestion between QEII Drive and Chaney's Corner. This would reduce congestion considerably, and prevent traffic building up in a queue from Prestons to Chaney's many mornings. This would also reduce driver aggression and agitation on the road.

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#	First name	Surname	Name of organisation (if applicable)	Feedback
25557	Sara	Raudsepp		<p>I have been travelling Marshlands Road for over 25 years.</p> <p>I am still trying to understand the justification for the change from 80 to 70. 60kpm is ridiculous. At 6am this morning there were no cars behind us and non in front of us, it is a rural road, and should not be subjected to city speeds. Usually the traffic regulates the speed, at busier times the speed is be default slower.</p> <p>If it is indeed an high accident area, it will be because of lack of attention at the intersections joining Marshlands Road, perhaps addressing the safety of these should be the priority.Speed is not the cause of accidents, poor driving is.</p>
25556	Glenda	Le Breton		I use these roads frequently. I absolutely agree with reducing the speed
25555	Lex	Lindley		We agree with all these proposals
25553	Jeanette	Jordan		<p>I use Marshland Road 5 days a week going from Kaiapoi to Shirley. I personally stick to the speed limits, they are there for a reason and can't afford a speeding ticket.</p> <p>I think the limits are good as they are, the problem is the entitled drivers that think they can do whatever speed they so choose! If I am driving at the 70k speed limit I can absolutely say that I will have a driver right up my backside, every single time. I very rarely see a police officer on the road, I know they are busy, but honestly put some speed cameras down there, soon slow the traffic to the speed they should be going.</p> <p>I understand they frustration at the accidents and deaths on the road, its honestly not the speed, it's the rubbish driving here and lack of respect for the rules.</p> <p>Pretty much every day driving on the road, I see people not indicating, choosing whatever speed they feel like, and just generally rubbish driving.</p> <p>Wish I had the magic answer, but lowering the speed limit, is only going to make drivers frustrated and do more stupid things than they already do. Personally I would change the limits to 60km until through Prestons Road intersection, then 80k from there to clear the traffic and keep the flow going, especially in peak traffic</p>
25552	Benjamin	Brady		I do not agree with the lowering of the speed limits. How can this be considered progress? It's a total compromise since technology is supposed to be advancing over time. Lowering speed limits adversely affects the productivity and living standards of everyone using those roads.I do however agree with improved road marking and intersection signage.
25551	Jeremy	Bertenshaw		<p>I expect if this limit is dropped before the new motorway is built you will likely see an increase in accidents as people will be more frustrated with the lower speeds :-(</p> <p>Personally I think the limit should be raised to 80kmh, it's rare anyone is doing 70kph.</p>
25550	Lukas	P		Issue is people can't stick to 80km/h. They often speed, that is the issue. Lowering the limit will not solve the problem.
25549	Cushlia	Young		I understand to want to keep the road toll down, however changing the speed down will significantly impact my drive to and from rangiora causing it to be longer and even clogging up other routes to and from the city to surrounding suburbs, especially this route as there is a significant amount of traffic on this road at peak hours with only 1 lane. I beleive that taking speed limits down is not the option but possibly police or cameras could do the same job as too many people already speed through these areas and drive unsafe.

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#	First name	Surname	Name of organisation (if applicable)	Feedback
25548	Bradley	Daken		<p>I use this road daily to get from home to work in lyttelton and I don't see I reason to lower the speed limit as the marshlands Road condition is about the same as Tram Road and that is 100kms and about the same width.</p> <p>I can under stand why you are doing it and why do it now when the Northern coridor to get to chch is still being built I say do it after it is built to reduce traffic backups if speed is lowered</p>
25543	malcolm	martin		<p>I personally don't think lowering the speed limit in marshland Rd will achieve anything other than frustration.. Education to me is a far better approach and may also fix the side roads entrances onto marshlands Rd as they aren't that friendly</p>
25542	Alex	Miller		<p>Completely disagree on lowering the speed limits for this area, it already suffers from major congestion issues at peak hours and after hours it's wide enough, quiet enough, and safe enough to warrant actually being promoted to an 80kmph limit. Changing it to 60 is absolutely the worst change proposed here.</p> <p>If you're considering the changes due to turning points, make better space for these turning points to be more appropriately accessed.</p> <p>Tangentially related, the area like turners road needs infrastructure improvements, the copper network does not provide adequate connectivity for residents of this area and the residents are at their wits end trying to ascertain whom is best to discuss this with. Laying fibre infrastructure in the areas before expanding to them inevitably will make the future expansions far more approachable</p>
25541	Andy	Dixon		<p>Its interesting if you look at the graph in that story. You can clearly see about year 2000 where the inbuilt primary design safety of the cars stopped progressing and the amount of injuries and fatalities began to rise again. Especially the injuries, this is because safer cars help with both fatalities and injuries, but there is a bigger increase in injuries because the fatalities were converted to injuries instead. I predicted this trend back in the 1990's when we had the Australian College of Driving. The false sense of security given by much safer cars has made the community and Govt agencies relax their attitude to driving standards and focus on tax collect from drivers. Now the fatalities are going up rapidly they dont know hoe to fix it. If they are serious about reducing the road toll, we need better driver training and more rigorous driver licence testing, not lower speed limits. Having said that if we reduce the speed limit to zero, there will be NO accidents, lol. Alternatively, Sydney is doing an excellent job of reducing the speed limits by choking up the roads so you can speed :)</p>
25539	Lynne	Pettit		<p>There is not a problem with the speed limits as they currently stand. The massive backlog on Marshland Road at peak times will be even worse at a lower speed limit. Why on earth would you reduce Lower Styx Road from 80 kmh to 50?</p> <p>You have already made the whole of Prestons 40 kmh. We know the council have a car anti but you might find yourselves not re elected as people are sick to death of all this speed limit rubbish. Putting traffic lights in where Hawkins Road meets Marshland as the council is supposed to do would be the most sensible thing to do. Leave the speed limits alone!</p>
25536	Anthony	Lewington		<p>I am totally opposed to the suggested reduction. Completely unnecessary. The speed limit was reduced from 80 k to 70 k about two years ago. It would be better to 4 lane Marshlands Road from Mairehau Road to Prestons Road.</p>
25533	annette	adams		<p>80 km per hour. Ban cellphone use and you wouldnt have to change anything, we are in emergency services, and speed is not the problem, its CELLPHONES.</p>
25532	Nicola	Broekhuizen		<p>I think this idea is absolutely ridiculous. The speed limit on Marshlands Rd should be 80km/h minimum.</p>

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25529	Tim	Bergin		<p>I am strongly opposed to this proposal. It is very sad that people have been hurt or killed on our roads. I agree they could be made a lot safer but I do not agree that speed is the primary factor.</p> <p>As it stands you can barely do 20-30 kph most mornings and evenings when travelling on Marshlands Road. It has been like that for some years. On Monday morning it was particularly bad and it took me 20 minutes to travel down Prestons Road and left onto Marshlands to the point where the two lanes merge into one near McDonalds. That is a total distance of approx 1 km so an average speed of 3 kph. The situation is getting worse not better!</p> <p>I have previously submitted that Marshlands Road should be two lanes in each direction from Mairehau Road all the way to at least Lowe Styx Mill Road where lights have been planned for years but not delivered on. Why is the Council not focused on fixing the problem i.e. the road itself due to the huge increase in volumes rather than taking what might be seen as an easy fix to simply demonstrate they are doing something</p> <p>In my view speed is not the issue it's the extra volume and lack of either concentration or competence! Making it two lanes both North bound and South bound will go a long way to making the roads much safer.</p>
25527	Peter	Crew		<p>Leave the road speeds as they are!</p> <p>As stated once the Northern Corridor is open, Marshland Road will carry much less traffic so there will be no problem with the existing speed limits. Not so long ago the Marshland Road limit was 80kph and coped very well. Marshland Road is an ideal alternative route from North to the eastern side of the City, so 70kph is an appropriate speed to enable traffic to move freely.</p>
25520	Jenna	Gibson		<p>Changing the speed limit won't change anything. Bad drivers are still going to speed. I drive down marshlands road every day to work. Most accidents are drivers not concentrating and rear ending someone. Maybe spend more time in education and licensing instead. Put in speed cameras and enforce the road rules.</p>
25519	Melissa	Eden		<p>Think speed limits are fine as they are, i do think driving education is a better plan. All the accidents that have happened in the area, how they happen, what went wrong?, if people knew this possibly it will stop them from making the same mistake??</p>
25518	Mo	Alkilani		<p>My opinion and observation in regards to lowering the speed limit, in general, is not the right solution. here is why?</p> <p>First: " Across the whole area there have been four fatal, 28 serious, 77 minor and 155 non- injury crashes between 2013 and 2017:" is this statistic related to over speed? Second: currently with rush hours and traffic during the week vehicles departing the lanes or pushing into a lane due to other distraction (mobile phones when driving slowly tail to tail, drink and drive) or trying to get into a queue from the side is causing near miss and hits incidents during those time.</p> <p>proposed solution: as we are getting close to 2020 and vehicles are becoming safer at higher speed (What use to be dangerous back in the 1980s speed is not anymore) we should respect and embrace and appreciate the capabilities of these vehicles are made for which is going above 100 Km/hr with no sweat at all!! actually, the faster you go the better fuel consumption the less time wasted on your brakes etc, etc... we should be able to go from Lyttelton to Rangiora in less than 25 mints now that's a good old top gear episode there :) anyway No to speed limit yes to more speed.</p>
25516	Tabitha	Lang		<p>Leave at existing speed limit please. DO NOT decrease speed</p>

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#	First name	Surname	Name of organisation (if applicable)	Feedback
25515	Jen	Robinson		<p>I travel on Marshlands Rd most days to go to work in Kaiapoi, from Chch I don't think you need to reduce the speed as going 60km along there all the way to the Waimak river is a bit over the top. Thats a long road, and I think 70km at the moment is fine. Perhaps just reducing to 60km on Marshlands between Queen Elizabeth Dr - Prestons Drive would suffice?</p> <p>What I do think would drastically help reduce accidents is installing a median strip along the centre of the road. There are a number of businesses along Marshlands Rd, and traffic often stop in the middle of the road, indicating to cross into a driveway or another road, which is dangerous. A median strip would give them a place to sit out of the way of traffic. Maybe having a speed camera occasionally along the route would help, as I do think some people speed, so I do appreciate you need to do something to help make this route safer. My two cents. Thanks!</p>
25512	Matthew	Newton		I personally believe the speed limit on marshlands road north of Preston's Road should remain the same at 70kph. Marshlands Road south of Preston's Road should be 60kph as there are more people around the area, ie New World McDonalds Veggie shops.
25511	Shaun	Maxwell		I have reviewed the proposed speed limits for this area and feel that a blanket 60kmh speed limit isn't appropriate for all locations, in particular, Marshlands Road. This has already been reduced from 80kmh to 70kmh, and with the opening of the Christchurch Northern Corridor, traffic volumes on this stretch of road will be reduced further. I see you have included crash statistics as evidence of why the speed limit should be reduced, but you have not shown that any of these were related to speed, which if they were then surely this would have been made clear in your proposal. I think the majority of the locations you have identified should be 80kmh with lower speed limits of 50 or 60kmh around urban areas.
25510	Krystal	Luhrs		Maybe keep it the same speed its ridiculous maybe people just need to learn not to drive into the ditch and not to cross the center line it's [REDACTED]
25506	Kelly	Kett		The new Cranford Street motorway is promising to reduce traffic on Marshlands Road by at least 20%. The accident statistics above predate the latest speed reduction. The speed limit on Marshlands Road has been reduced in recent years from 100 kms an hour to 70 kms an hour. Do you have recent / relative statistics? If the recent dramatic reduction hasn't improved the safety ratio then I don't expect reducing it to 60 kms an hour is going to do anything other than aggravate myself and thousands of other daily commuters.
25492	liz	o'donnell		marshlands rd 80km please
25491	fred	wynks		marshlands rd back to 80km

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#	First name	Surname	Name of organisation (if applicable)	Feedback
25490	sidhu	Frank		<p>In regards to the Marshland, Spencerville & Kainga area speed limit changes, there are a number of factors which I think should be taken into consideration.</p> <p>My main issue with the proposed changes is that they seem to be somewhat anti-progress. I have no doubt that lowering the speed limits to 60km/h will cause less crashes but so would lowering the speed limits to 30km/h. As such, this line of argument is not very compelling. Throughout the 20th century as the technology and safety features have improved in cars the speed limits on our roads have also increased. The main aim was for car travel to be faster, more efficient and safer. This was continually achieved even in the area of safety as can be readily found in the Land Transport statistics. While lowering speed limits certainly is presumably a cheap option it is also very much un-innovative. I would urge the council to come up with a more creative plan that supports road travel becoming faster, more efficient, and safer. Car companies spend a lot of effort in making their cars faster, more efficient, and safer. For councils to simply lower speed limits is not innovative nor in keeping with progress.</p> <p>A further point is that the reason given as to why we are needing to make these changes is because of the crash statistics. However, very limited data is presented and no context is given either on the website. A key question that I would ask is; have the crash statistics for this area become less over time? Have the number of crashes been decreasing and the seriousness of the crashes been diminishing? If crashes have been decreasing then we are going the right way and we should enhance safety without compromising on speed and efficiency.</p> <p>Another question would be, what types of crashes have been occurring, when, where and by whom? If the crashes are caused by drunk or reckless drivers then changing the speed limit will do little good as these drivers are already usually breaking road rules anyway. Other measures are needed to deal with that problem. Also if the crashes are at intersections then I would think in most cases changing the speed limit would not change anything much as people usually slow down well below the speed limit for the intersections anyway. Again other measures such as clear signage would be more helpful or even roundabouts could be considered.</p> <p>So while I certainly applaud the council's willingness to make our roads safer, I would urge them to consider more innovative and forward-thinking approaches that will also make our roads faster and more efficient. Thank you</p>
25489	katrina	archbold		80km for marshlands rd
25488	james richard	archbold		i feel marshlands rd should be a 80km like it was years ago
25485	Tim	Cliff		<p>Marshland Road is a main arterial road and should not be changed down in speed, the changes made in Prestons are not necessary either, they are normal roads and should be put back up to 50kmh.</p> <p>Most of the roads mentioned here are not high residential areas so please do not change them.</p>
25480	Catherine	Cruickshank		<p>I think the road condition, and in particular the intersections (Lower Styx Road and Marshland, and Chaney's corner especially) need improvement. I think this would be the largest factor in improving the safety of this stretch of road. Improving the sides of the roads so that cyclists aren't riding around pot holes and widening the bridge at Lower Styx Road.</p> <p>Although there is a lot of traffic congestions at times on Marshland Road, it would be good to see what effect the Northern Motorway has on this prior to reducing the speed limit.</p>

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#	First name	Surname	Name of organisation (if applicable)	Feedback
25479	Leonard	Pagan		<p>1) Retain current speed limits along Marshland Road NORTH of Preston's Road.</p> <p>2) Agree to reducing speed limits along Marshlands road SOUTH of Preston's road.</p> <p>As a frequent user of this road at weekends, the proposed limitations are not consistent with the required use of this stretch of road. Reducing the speed here in a lightly built up area will only increase aggression in drivers travelling along the road. The issues on this stretch of road are not a result of speed but one of control. Key intersections lack traffic control and safety. This has been highlighted for a long time at the intersection of Lower Styx road and Marshland road, and has never been addressed. I assume only that this intersection and the intersection with Belfast road is part of the traffic control safety initiatives being investigated. Once this is done there is no need to drop the speed limit along the above noted section of road. CCC need to keep the city moving and not stand in the way of progress, increasing traffic congestion and travel times is not progress and should be avoided. Public will stop and respect safety control measures, they will not respect adverse increase in travel times.</p>
25471	Raewyn	Willocks		<p>I believe that all roads running off Marshland Road should be 60kms but that Marshland Road should remain at 70km. I drive down this road to work every day, I have for 27 years, and the traffic has definitely increased. At present Marshland Road is 70 kms but most days I am lucky to get to 65kms. I feel that if you drop the speed limit on Marshland Road you will stop the flow of traffic and cars will end up travelling 50kms and frustration will come into driving. I don't believe lowering the speed to 60kms will stop the drivers that speed and cause accidents, I think it will create more accidents as it is so frustrating even now driving behind slow cars.</p> <p>There needs to be a lot more signage on Marshland Road displaying the speed limit. You have pathetic wee speed signs that are often covered by trees that no one can see. You need the really big ones especially where you come past Mairehau Road and when you leave the Prestons Road intersection. If you drove along here daily you would agree that Marshland Road should remain at 70kms for traffic flow.</p> <p>As I said all streets off Marshland Road e.g. Turners Road should be dropped to 60kms.</p> <p>Thank you.</p>
25469	Wendy	Cain		<p>Marshlands Road speed limit is slow enough already. Further lowering will cause even more frustration and congestion.</p>
25467	Irina	Daly		<p>While Christchurch Northern Corridor is under construction and other roadworks are underway in the CBD the route through main south road/cranford to addington on the other side takes far too long at 40-45 minutes off peak most days. Taking marshland road / fitzgerald ave/moorhouse cuts that down to 25-30 minutes. While I understand the desire to change speed limits west of Marshland in the residential areas, marshland road itself has only a handful of residential dwellings along it. Reducing the speed before the CNC is open would certainly make the commute longer for many. I am not opposed to speed changes in the long term, I'd just prefer these changes weren't implemented until the route through the CBD is completely repaired and the CNC is open.</p>
25466	Jon	Brian		<p>Traffic is a slow crawl most times; it would help commuters to be able to get to the city and back home somewhat faster if conditions permit. 70 and 80 km/h speeds are not very high anyway...</p> <p>I am opposed to the change.</p>
25462			Ravenscroft	<p>stupid idea making Marshland Rd 60km/hr. How about improving the road and the condition of it to make it a safer one to drive on and make it a solid 80 km/hr rather than leaving the road as it is in its current condition and lowering the speed limit. Possibly even make it double-lane each way if that is possible with 80 km/hr for the majority of it. To me it seems more a case of penny-pinching as dropping the speed limit is obviously a far cheaper option than actually spending the money where it should be, on making the road worthy of 80 km/hr which it certainly should be in that type of non-residential area, especially north of QE2 Drive.</p>

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#	First name	Surname	Name of organisation (if applicable)	Feedback
25461	Lynley	Beckingsale		I travel Marshlands Road four times a week going to Lyttelton. I believe the current speed limit is fine. The road has been widened, markings are good and intersections clearly defined. The one component you cannot manage is the 'idiot' component. Driving to and from Lyttelton early morning and later in the afternoon I have witnessed some dreadful risk-taking, from speeding and overtaking, wandering across the centre line (clearly txting or phoning). Regardless of the speed limit it is only effective if it is monitored and enforced. Addressing tail-gating and road wandering would also help. Dropping the limit to 60km/hr would probably help with congestion too but whether it would stop folk overtaking and speeding - it is doubtful. I suspect we will still have cars in ditches and through fences regardless of the limit!
25455	nathan	schaffer		Not sure why you would want to change the limit on Marshlands Rd, its a vital arterial into the city. I agree its not the safest road but rather than the easy option why not do some work on it to make it fit for purpose. To me its not improving the city its just council cop out like normal
25445	Jake	Bishop		There are other ways to make roads "safer". Reducing speed limits is a short term fix to the bad roads all across New Zealand, it does not address other factors such as visibility and road quality.
25439	Brenda	O'Donoghue		<p>We need to create a safe transport system which accommodates for human error so that simple mistakes don't result in avoidable deaths and injuries on our roads. Good speed management gives drivers the cues they need to judge the safe and appropriate speed for the road they're on.</p> <p>Speed is the difference between a correctable mistake and a fatal error. Every extra km/h increases the likelihood of someone being killed or injured in a crash. Regardless of what causes a crash, speed always plays a part.</p> <p>A speed limit review is clearly needed for this area of north east Christchurch. The existing speed limits are currently very inconsistent and too fast for the type of roads they are being applied to. This leads to confusion about what speed limit area are you in, which is an additional pressure on drivers to manage (e.g. am I going too fast or too slow for the section of road I'm currently driving along). Many of the roads included in the consultation area, are unsafe and leave little chance to drivers who through driver error, impairment or merely being unfortunate are involved in the many crashes that are occurring here. Many of the roads in the consultation are narrow, there are obstacles such as water races, power posts and trees in close proximity to the road. In many places there is no street lighting for night time driving. These roads are not only unforgiving to those who come to a crash at high speed, there are also intimidating for those who want to stay active by walking or cycling in the area.</p> <p>I use the roads in the consultation area mainly as part of longer drives to North Canterbury or over to the Belfast area. I would really appreciate the speed limit reducing to 60kph, it would be much safer and consistent. This is still plenty fast enough, if I want to go faster, then I can simply choose to travel via SH1 and the Northern Motorway when it opens.</p> <p>I fully support the Councils proposal to change the speed limit to 60 km/h along Marshland Road, Spencerville and Kainga areas. I do suggest that the speed limit review area be extended to the two sections of 80kph along Lower Styx Road that are currently not included (Lower Styx Road towards Spencer Beach and Earlham Street).</p>
25429	Fiona	McCormick		The traffic in the morning and evening is already dense and slow. Lowering the speed limit will make no difference to the state of the traffic and the frustration that causes people to make poor choices. Better road options are necessary not changing the speed limit. The commute this morning, for example, was double what it usually is with time spent at a complete standstill several times for 5 minutes at a time for no obvious reason. Reduced speed limits will not fix this problem. I work at Burwood Hospital so have no option but to take this route to work. Marshlands Road is often clogged with large, slow trucks and other vehicles that impede the flow of peak traffic on a road not fit for purpose. Reduced speed limits will not solve this problem either.
25426	Adrian	Mealing		<p>I vehemently oppose any move by council to reduce the speed limit of Marshlands rd down to 60km.</p> <p>Road safety is an important issue, as is reducing harm on our roads.</p> <p>Speed reduction is a blunt tool that effects all, to address a very small minority of bad drivers.</p> <p>Greater results would be achieved by road improvement and widening.</p>

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#	First name	Surname	Name of organisation (if applicable)	Feedback
				<p>I drive this road daily to and from work and based on the timing and types of accidents I have seen, I'd say txting is the most common cause.</p> <p>Similar roads to this are usually 80km.</p> <p>Fix the road, fix the people, increase the speed.</p>
25424	Stefan	Ingendae		<p>I OPPOSE the listed changes to Speed Limits in the area. 1.) The reduction in speed would not address the real issue for crashes, being inattentiveness (using mobile phone); carelessness and poorly trained drivers. 2.) We need well trained drivers driving to the conditions, not further speed limits only increasing the number of frustrated drivers attempting crazy overtaking maneuvers. 3.) Improved Road layout (Chaneys corner, Lower Styx/ Marshland corner) would have a significant impact on road user safety.</p>
25420	Candice	BRESSER		<p>I have driven a lot of those roads for quite some time now. When Marshlands road was 80km, people did 90-100. When you changed it to 70, people still did/do at least 80. Changing the speed limit along those roads will not help avoid or decrease accidents. There are still people out there who ignore the signs. Permanent speed cameras and a higher police presence along those roads would help keep people focussed on keeping a safe speed. Other than that, people will still go more than the number on the sign. Reducing it will just cause more impatience on a road that was capable of remaining 80km.</p>
25418	Mat	Grant		<p>Dont lower speed limits. They are slow enough</p>
25416	Ben	Mulholland		<p>The proposed 60 km/hr speed limit is not appropriate for the Marshland Road route. Marshland Road is a main arterial route which is used by many to commute into the city. The 60 km/hr speed reduction will choke traffic and is not necessary for the area. There are limited footpaths along the 70 km/hr sections of this road, so pedestrian traffic is not a key consideration. A better and more effective solution would be to improve lighting and provide turning lanes into roads such as Turners Road.</p>
25415	Jamie	Chappell		<p>If mairehau road was fixed from damages caused in the earthquakes. Referring to the bumps at the west end when travelling east. Then people could safely go the speed limit of 80km instead of leaving it as it has been for the last 8 years and lowering the speed limit so the bumps aren't as bad. Marshlands road and the surrounding areas should be left at 80. Once the new motorway is up and running then the reduced traffic will make the road safe enough at that speed.</p>
25404	John	Deed		<p>I agree that some of the roads could do with a speed limit reduction, e.g. 80kph on Guthries Rd seems too high. However 60kph on Marshland Rd seems too slow, especially as traffic on it should significantly decrease once the CNC is carrying traffic.</p>
25399	Paul	Hoogervorst		<p>Yes, lowering the speed in this area is a great idea. As a cyclist I use these roads a bit including the Waimak Bridge.</p> <p>The roads are not that wide and when there is oncoming traffic, they do get close.</p> <p>It would be best to stick to one blanket speed limit. Not like Prestons road, which has areas of 50 , 60 and 80KPH.</p>
25389	Robyn	Watson		<p>I agree that it would be better to amend the speed limit for some of these areas to a consistent speed, as at present in a 5 minute drive from home I can drive through areas that are 40, 50, 60, 70 and 80 km/hr and it can be confusing as to what the correct speed limit is.</p> <p>I do not agree that the speed limit should be reduced from 70 and 80 km to 60 km and see no reason for a reduction in the speed limit to less than 70 km/hr, especially on Marshland Road.</p>

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#	First name	Surname	Name of organisation (if applicable)	Feedback
25385	Barbara	Ingendae		<p>A reduction of the speed limit to 60km/h would not reduce the number of accidents or make Marshland Road safer, but rather achieve the opposite, as drivers would be more impatient and be driving closer together without any gaps for people trying to turn onto Marshland Road from any of the other adjoining roads. Currently, there are gaps when the traffic lights on either end (ie Prestons Road or Kainga) have been red and cars haven't caught up to each other yet. If the speed limit was to be reduced to 60km/h, there would be one constant flow of traffic, without any gaps.</p> <p>The road is neither too narrow nor too curvy, accidents happen due to driver incompetence. This needs to be addressed through driver training, not tougher speed limitations.</p>
25371	Janet	Harrison		<p>I believe lowering the speed limit on Marshland Road will incur more cellphone use. I drive the road several times a day and I have had people coming towards me head on and then they swerve. Pedestrians, cyclists and drivers are more likely to be killed by someone who is on there cellphone texting rather than the 70km speed limit. Lowering the speed limit will give drivers more of an opportunity for cellphone use.</p>
25366	Brent	Thornton		<p>Don't change the speed limit. 70kph is not fast, it seems that people don't need to know how to drive because all we do is lower the speed limit to accomodate our bad driving in this country. I see so many people using their phones while they drive, target them, \$5,000 fine straight up! Or wait, lets just lower the speed limit so people can still use their phones, it's not really fair people have to drive to get somewhere when they could be looking at shit on their phones. Actually lets make it 3kph!! Then people who can't drive might not crash? It already takes so long to get anywhere in the city and now it's going to be made worse. Who started this lower the speed limit crap, grow up and learn how to drive.</p>
25349			Linwood medical centre	<p>One hundred per cent behind the lowering of speed limits , I also have to say I am appalled at the lack of similar action and apathy from the Waimakariri council regarding the current state of play regarding the outrageous and unrealistic speed limits on Tram road which are currently at 100 km h , well above the current speed limits on the motorway 80 k h . Tram road is a poorly maintained country road and the ability for motorists to currently exceed or match the driving speed on the motorway as they come off it beggars belief. If Marshland lowers its limits to 60, a great move, then for Tram road to continue on 100 k h is imbecilic. As medical doctor I am tired of watching the carnage on New Zealand's roads through lack of effective leadership.</p>
25348	Jan	Watts		<p>I've just been looking at the Marshland, Spencerville & Kainga area speed management plan consultation on the website. It's all very well lowering the speed limits, but enforcement of existing speed limits needs looking at too. We have recently moved to Lower Styx Road, Brooklands, just past the 50km sign. Most traffic goes past our house at 80-100km - it would be very rare to see someone going past at 50km. Similar for the 50km area of Lower Styx Road through Spencerville - the general speed seems to be 60-80km through there. Maybe some speed cameras for those areas would be good. Even if the speed limits are lowered in the areas you are proposing, a lot of people will still travel through at the existing limits (or faster).</p>
25344	Luke	Hutchings		<p>The marshlands road speed limit was changed from 80km/h to 70km/h a few year ago. This should not have been done as 80km/h is the right speed limit for marshlands rd, so to sujest that it should be lowed again to 60km/h is ridiculous as it is a main commuter rd. You state crash statistics as a reason for the change, as a user of marshlands rd over the last 15 years there are not that many crashes on the rd and they are no reason to change the speed limit. You should look at improving the road and increasing the speed limit back up to 80km/h!</p>
25343	Kris	Cook		<p>My husband was in a serious head on collision on Marshland Road on 24 April. This collision happened because the other driver crossed the centreline. Both drivers had to be cut out of their cars and were rushed to hospital. My husband was the luckier of the two and sustained multiple broken bones and concussion. The other driver is still in hospital with a broken leg and serious head injury. This accident has had a massive impact on mine and my husband's lives as I'm sure it has for the other driver. My husband is still off work and likely to require surgery in the near future. If the speed limit had have been any higher, I think it most likely neither party would have made it. Whilst lowering the speed limit won't stop people from crossing the centreline it will certainly reduce the impact. I fully support the lowering of the speed limit to 60kms now having seen first hand what damage an accident at 70kms can do.</p>

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#	First name	Surname	Name of organisation (if applicable)	Feedback
25324	Katie	Barlow		This speed limit change from the waimak bridge seems ridiculous! I have travelled that road nearly every day for ten years and never had an accident or seen one! I can understand further down marshlands road by bp being 60 but it gets too congested otherwise. Stupid speed limit to have all the way to the waimak bridge - people will go over that limit, they already go over the 70!
25313	Dale	Wright		Changing speed limits will do nothing but extend everyones commuting time in to the city for work and recreation. This will cause widespread frustration with commuters. Theres no need to change the speed limits when fatal crashes are such a rarity in this area. The speed limit is not the problem its the drivers themselves being incapable of sticking to them and lacking driver skill. This would be a massive inconvenience.
25312	Fraser	McKenzie		In my view, reducing the speed on Marshland road through to the Waimakariri bridge is pointless and a backwards step. The CNC project is being built to ease traffic congestion northbound. This will reduce traffic flow on Marshland road, however decreasing the speed limit on Marshland road will have the reverse effect. By reducing peak hour traffic flow [CNC] then decreasing the speed limit to 60kmh will make drivers more frustrated and increase travel times to and from work etc. I am happy for all other streets to be reduced to 60kmh as proposed.
25299	Michelle	Fitzgibbon		I drive this road on a daily basis and by no means does this road need to have the limit lowered again. Last time it was lowered there was no consultation about it why now. No dont lower it put it back up to 80, 70 is to slow and 60 going to be even worse.
25296	Dean	Holster		Please do not reduce the speed limit any further, it was better at 100kmph. Traffic is too slow down Marshlands road already, we do NOT need longer travel times.
25295	Daniel	Knight		No don't lower speed limit!!! It's slow enough now!!! I travel from Kaiapoi to Lyttelton every day for work for the last 16 years and have never had an accident on this road I work shift work and travel at all hours of the day along Marshlands road, I've seen my fair share of idiots, slow drivers, slow buses, slow trucks. Speed doesn't kill its the idiot behind the wheel, more education and driving tests is the way to go. Yes it's a busy road at the moment but once the new bypass is opened up traffic will be at an all time minimum down marshlands road. Drivers just need to be patient full stop. Look both ways before pulling out and get up to speed briskly not slowing the traffic flow. Stick to the speed limit and there is no reason for drivers behind to get frustrated and feeling the need to overtake. To go one step further I'd be teaching it in schools at a young age, not relying on parents who don't know all the road rules.
25288	Geoff	Trimby		Please leave the speed limits as they are I travel marshland Rd 6 days a week and see very few accidents for the volume of traffic
25281	Gemma	Lang		The speed limit is fine as it is, we have never come across any dangerous situations and don't have any issues turning out of the side roads

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#	First name	Surname	Name of organisation (if applicable)	Feedback
25276	Christine	Shanks		Do not change it to 60!! In fact it needs to be increased back to 80, there's been more accidents down that stretch of road since it was reduced to 70, than when it was 80. Changing it to 60 is going to piss a lot of people off, and make a lot of us late to work by causing even more unneeded traffic jams.
25270	Phil	Fletcher		I would like to know how many accidents have there been in the last year along Marshland rd. And how many of them were actually caused by vehicles doing 70km or hr or below . ???. Or were the majority of them caused by speeding. No matter what the limit is. Some idiots will always go faster but you want to inconvenience thousands of drivers because of the actions of a few !!!
25269	Penny	Oliver		Hi there with the speed changes we are glad that the speed limit on lower styx road will be reduced to 60kmh, with the controls of the speeds will there be speed cameras ? Or signs ? How far past the lower styx road / Te korari street junction will the speed limit carry past ? as the junction is quite blind so it would make it a lot safer . We have a lot of boy racers on lower styx rd on weekends who use the road as a race track. Boy racers have also done burn outs on the junction of te korari and lower styx rd and we have reported this to police.
25265	Tony	Hopkins		Stop lowering the speed limits everywhere. The road toll is going up and will keep going up while we haggle over 10km/hr. The issue is driving ability and standards in NZ and this needs to be addressed at a central government level. E.g A hard to pass 10 years theory/practical retest. Fixing the roads will help but lowering the speed limit will increase congestion on the main roads. E.g Marshlands/Prestons/Mairehau. It will annoy the already poor drivers and lead to more tail gating and dangerous passing.
25264	Karl	Mattson		I travel this road every day at various times of the day , it makes no sense to reduce the speed limit to 60 kph as this will only slow the flow of traffic already hampered by congestion
25263	Jacqui	Hardy		Not a good idea....getting to work in the morning and home in the evening is slow enough. It already has been reduced from 100 to 70.
25262			Textureand trowel exteriors ltd	I do not agree with dropping the speed to 60 I travel that road everyday for years yes it can be dogey but there are so many place were the road could be widening so try that first and 80 it needs to be hard anuf doin 70
25261	Aleisha	Woods		Do not lower it
25260	Nathan	Bloomfield		This is a ridiculous proposal, Marshlands Rd should be 100k zone; it had less accidents before the 70 limit was introduced and no one supported that speed limit being imposed but it happened over night with no opportunity for the public to have any real input
25259	Peter	Dyer		No it should be left as it is and double the road
25258	Bill	Flanagan		Leave marshland road speed limit at 80ks
25257	Kieran	Rafferty		That roads really long and it's already to slow. Better drivers not slower drivers.
25256	Sylvia	Mirt		PLEASE DO NOT REDUCE SPEED! We very rarely get to that anyway!! Its slow enough!!

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#	First name	Surname	Name of organisation (if applicable)	Feedback
25255	Jeff	Oliver		I am very for this initiative. As residents of Marshland Rd for 14 years we have witnessed 3 near fatal crashes, countless near-misses right in front of our house. Walking alongside or cycling on Marshland Rd is not for the faint hearted with traffic often exceeding the current speed limit on a narrow section of road. The original footpath beside the road has been allowed to fall into disrepair so cyclists and runners are forced to travel a few feet away from vehicles nipping past at 80km or more. We have young children and it's not a safe place to cycle or walk and just crossing the road for school can often be a drawn out affair and occasionally risky. I believe slowing the speed limit down would encourage more road users to opt for the soon to open northern corridor
25254	Roberta	Schroder		Please don't reduce the speed Movement on that road at key times is already limited, traffic needs to flow.
25253	Andrew	Carr		increase the speed to 80, far too slow as it is on 70kms an hour, focus more on the idiot drivers and stop penalising the good drivers
25252	Charles	Murray		Why would you want to lower it for as it put more pressure on people to take you're stupid bus's as bus's don't work for all people. You can't fix stupid . leave the speed at 70ks. The road is busy wait till new roads in then think about it???
25251	Michael	Jackson		No justification at all to reduce the speed on this road. I travel on this road every day and can't see why this is even talked about.
25250	Tom	Kozak		I think the speed limit should be kept the same. Lowering the speed limit will have no net positive effect except making people more frustrated at driving at long straight road very slowly and they will end up doing more dangerous things somewhere else when they will be trying to catch up lost time. Make it safer there to drive faster and replace the traffic lights with roundabouts - the relights made from marshland road a drag racing strip and the poor design with lanes expanding and contracting to two lanes make it even worse. I hope the feedback will help.
25249			Blades silvaculture	My guess is that you want to drop the limit in hope that motorists will use the new motorway that runs along side it. Ethier way 60 is not a good idea
25247	Bernie	Campbell		The speed limit should not be lowered to 60km down Marshland Road. That's ridiculous.
25246	Victoria	Turland		Why would you change it any slower? People already get angry and road rage at you when your doing the 70km speed limit. They swing back and forwards trying to go round in the most stupid non existent gaps. The amount of times I've almost been hit head on by someone overtaking someone going probably going the speed limit is rediculous. It's not because the speed limit is to fast it's because the speed limit is too slow. It makes people angry going so slow on those roads. I know I get really angry driving slow on them. Im just not stupid enough to overtake and risk my children or anyone else's life. If the intersections are problems maybe put more lights or round abouts in... Unfortunately speed limits won't fix stupid, but it will anger them more.
25245	Robert	Dawber		70 is to slow Marshland road is a through road for workers from outer suburbs and slowing the speed will cause more accidents by impatient drivers trying to overtake to get home or to work , in fact when the motorway opens and the traffic volume drops 25% i think it should go back to the 80k at the momment it is being used as a revenue gathering trap , if you want people to do 70 k put some decent signs up and when changes to speed limits are made up or down large signs are needed and often along the stretch where the chage has taken place. it takes a while to change peoples habits and just collecting reveue of a few will not acieve the desired result
25244	Anita	Ritchie		Please keep the speed limit as is. Peak hour it slows right down anyway.

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#	First name	Surname	Name of organisation (if applicable)	Feedback
25243	Louise	Tavinor		Hi there I think reducing the speed limit to 60 km an hour is much better than the current 70! Especially in Turners Rd where my children's school is. We have school friends who like to bike to school which is difficult to do safely when the speed limit in this area is 80kms an hour! Even at 60km as hour this can be dangerous for children walking or biking to school. People often speed through Kainga much faster than 50kms an hour so having it reduced again will hopefully help people be more aware of their speed! Very happy to support this and I would hope that some consideration has been given to update and better maintain the footpath down Marshlands road just past Spencer ville road heading towards Shirley as again having this maitained better means I can let my children bike to school in a much safer than riding on the road.
25242	Adonia	Wilson		If possible slow speed to 60 at chaneys corner intersection otherwise i feel 70 is a sufficient speed limit for marshland road it keeps the traffic flowing smoothly
25241	Deb	Tecofsky		I would like to see the road speed go back to 80km my reason is that it was much better drivers just need common sense this can,t be taught.
25240	Nathan	Bates		Marshland road needs to remain at 70 & 80km, with the amount of traffic using it reducing the speed will cause havoc
25239	Anita	Middleton		Marshlands road needs to stay at 70km, 60 is too slow for that road.
25238	Emma	Holden		I drive marshland road twice every day. Reducing the speed limit will not make the road safer. It will mean more overtaking and risky driving. The place where changes need to be made is the old Waimakariri bridge. There is regularly people walking over or biking slowly over that bridge as well as a very dangerous lip (when entering the bridge heading towards kaiapoi) that causes people to move towards the oncoming traffic.
25237	Sonal	Mudliar		Nice the speed limit back to 80..if you're gonna make a plan,how about actually spend money on teaching people to drive properly and making the licence test harder. Dropping the speed limit will only cause more frustration on the road than there already is.
25236	Derek	Osmond		Leave the speed limit for marshlands rd at 70 if not raise it to 80 as it's not a residential area, and more than safe enough to leave or raise it
25235	Nicollos	Tollan		Just because people can't drive doesnt mean that you have to punish the rest of us and lower the speed limit even more....
25234	Amber	Douglas		People are already frustrated with the lowered speed and the people who take it upon themselves to drive between 60-70km. Reducing the limit to 60km will further encourage these people to travel between 40-50km. Frustrated drivers pass when they wouldn't normally and more accidents occur. Why is it so many countries overseas can drive at higher speeds without the accident rate; simple, they have better skills and knowledge.
25233	Mike	Smith		I oppose the proposed speed reduction down marshlands Road. There is no evidence to support that lower speed zones would have prevented any of the fatal and non fatal accidents over the 4 year period chosen as the basis of the councils argument to reduce the speed zone. Some of the fatal accidents were due to excessive speeds over the speed limit and they were likely to have happened regardless of whatever the speed limit was due to the type of drivers that were involved. A lot of the non fatal crashes have occurred at peak hour traffic flows which more often than not were not due to speed, but due to driver inattention. What are the statistics of fatal and non fatal accidents over a greater period, e.g 20 or 30 years, and not just a small time frame of just 4 years. Traffic volumes and driver distractions, plus some reckless individuals, are the major cause of the accidents and were not necessarily because the speed limit is 70 or 80 kph.
25232	Adam	Reeve		60 kph is utterly ridiculous! The safest speed is walking speed but that's totally irrational. Soon they'll have a people walking in front with a red flag as there was over 120 years ago! Pull your heads out of the sand and see the real world we live in. It was perfectly fine when it was 80kph. Idiot drivers will always drive dangerously and cause accidents, regardless of the speed. Two people can walk into each other at the supermarket!

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#	First name	Surname	Name of organisation (if applicable)	Feedback
25231	Teresa	McDonald		Reducing speed limit to 60 km for Marshlands, Spencerville Rds etc - these are not urban suburban areas and unlike Belfast which has a 60km limit and has double lanes, and traffic lights, these areas are still semi rural and should be treated as such - to reduce the speed limit would create more congestion, frustration and therefore more accidents. It takes long enough now to get into town without reducing the speed limit.
25230	Deann	Taylor		It's already been lowered to 79. That's more than low enough
25229	Rebecca	Murray		Leave at 70, it's slow enough as it is
25228	Cody	Browning		The road is slow enough with all the traffic so making them 60kmh is only going to make it all so much worse. Especially Marshlands rd. Bad idea.
25227	Matthew	Ray		It needs to stay at 70 at least if not 80. 60 would be horrendous
25226	Daniel	Cossar		Don't fix what's not broken. The speed is fine.
25223	Greg	Koppert		As an emergency services worker I think the reduction of speed limits on mainstream roads such as Marshlands Road as counterintuitive, reason being is there is very little conclusive proof to suggest that speed is the actual factor that is the leading "cause" of an accident, it can however exacerbate the damage caused and injuries sustained but this is more often than not preceded by frustrated and occasionally fatigued drivers making poor decisions because of slow traffic (hence why serious accidents still occur on passing lanes because everyone is trying to pass the slower drivers). Modern safer vehicles and better road conditions allow for safer and faster flowing traffic conditions. Slowing these down will cause frustration, slow commute fatigue and poor decision making.
25222	Mark	Jackson		Put it back to 80 dont need to reduce the speed limit again out here
25221	Jenny	Band		I want marshlands Rd speed limit increased to 80km per hr the whole way down to QE2 drive. It used to be 100km and has been reduced down a couple of times. If you reduce it further it will become a ghost road once the new motorway opens and that won't be good for cranford st, you need the 3 roads into chch to have equal traffic and if you make one a slow road no one will use it. If you reduce to 60km I know I won't use it!!!
25220	Robyn	Davidson		This road is ideal for a higher speed limit but slower. I drive this road daily during the week and I think the limit should be 80. It should certainly not be 60. That is ridiculously slow for a predominately straight road with good visibility of what is ahead.
25219	Quentin	Wood		I believe the limit should be 80 kmph from the motorway off ramp through to to QE2 drive. With a possible reassessment of this once the new motorway is completed.
25217	Kaye	Crawford		Please dont lower the speed of Marshlands rd
25216	Jay	McDonald		I need it back to 80 kmh
25215	Barry	Woolford		Reducing the speed limit will be more of an issue to create more congestion rather than free the traffic flow
25213	Sue	Orpwood		Please do not lower the speed limits on these roads. Driver frustration is, in my opinion, one of the main causes of accidents, along with cellphone use, and drug and alcohol impairment. Every day I see people driving with their phone at their ear. Before taking the easy route which will negatively penalise so many good drivers and make many people very grumpy, please take a much more proactive and punitive approach to drivers doing the wrong thing.

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#	First name	Surname	Name of organisation (if applicable)	Feedback
25211	Ashley	Konig		Keep the speed limit the same - it is a long straight road and any during busy times it is slower anyway.
25206	Leeanne	Haarvey		I travel this road twice a day from Monday to Friday. Generally the speed does not get any higher than 60kms. I don't feel the speed limit is the problem on this road I think it is frustration, inattention and people wanted to get somewhere too fast. I feel that once the motorway extensions are up and running there will not be any issues on this road.
25203	Akapito	Alesana		The lowering of the speed limit will not change the crash statistics. Currently heavy congestion occurs at peak periods which reduces speed within itself. When the Northern Corridor to Cranford street opens, I can see a reduction in traffic flows along marshlands road. The position of slower speeds saves lives is a flawed concept. Many of the accidents occur due to poor decision making process of the driver. This may be due to age, skill, weather, light conditions, etc. This can be countered by the installation of mobile and fixed speed measuring devices, red light cameras, visible traffic enforcement and good media coverage (billboards/local newspaper coverage). In conclusion, I believe the move to lower the speed limit is not necessary and is off set to the opening of the motorway going into Cranford st.
25193	Julian	Derry		No need for these changes. Traffic is heavy enough in this area without slowing it down further
25190	Rhys	Narbey	N/a	Keep marshlands road at 80
25189	Hayden	Eden		Marshlands road should stay at 70kmh. Most people do 80kmh most of the road. Lower speeds to 50 near Belfast rd intersection. Or widen the road to include a merging lane. Traffic will be reduced when the motorway is opened.
25186	Harriet	Scott		I believe the current speed limit is safe for Marshland Road, and that a reduction to 60kmph will make no difference to the number of accidents, as it is simply the poor decision-making by a small percentage that causes the problem, and lowering the speed by 10kmph won't remove these drivers from the road, it will likely result in large numbers speeding anyway.
25185	MaddY	Currie		Speed limit should stay the same if marshlands road is reduced to 60ks most people will ignore it
25183	Rudi	Tamati		Make the road safer rather than lower the speed limit! There is no safe places for cars to turn into driveways or side streets! I drive a truck down marshlands rd everyday
25181	Ian	Berry		As I work at Chaney's corner the lowering of the speed limits in the area will cause major delays. Trying to cross Marshlands road with a lower speed limit, will allow traffic to close up so make it near impossible to cross Marshlands road. There are now major trucking companies in the area and I can see this would cause them major disruption.
25180	Karen	de Gouw		The speed limit should stay at 80km/hour around the Spencerville area. Lowering the speed limit will not prevent speeding drivers in this area. The number of accidents caused in this area predominantly are through drunk drivers/stolen vehicles at times that are late night/early hours of the morning incidents.
25160	Greg	Comfort		I oppose the proposed reduction of the speed limit north up Marshland Road from QEII Drive. My submission is only about the proposed change to Marshland Road. The traffic backs up for miles along this stretch every day, typically worse at peak times and weekends. Reducing the speed will reduce the flow, and it is traffic movement through the area that needs managing, not the speed. Most of the accidents that occur on this stretch of Marshland Road are at intersections, not on the straight road. Often those accidents are the result of impatience from people waiting, and it seems very unlikely that reducing the speed in this area will improve that.

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#	First name	Surname	Name of organisation (if applicable)	Feedback
25151	Kerrie	Rodrigues		I agree that we need a speed management plan in our area!
25147	Kathryn	snook		<p>Reduction of speed on Marshlands road from 70 kmph to 60 kmph on a main route out of town will cause frustration and increase the risk of accidents a people become impatient and overtake or just speed anyway.</p> <p>Lowering the speed limit in the low use back streets will look good on paper but most likely not have any effect and more likely frustrate those residents not agreeable to the change A prime example is the existing 50kmph through the brooklands red zone where most travelling would be 80-100kmph police not keen to set up camera or monitor as they get abused</p> <p>I wonder if the current motorway construction and the constant closure of roads or diversions has contributed to the accidents</p> <p>I wonder if this is too early and you should review once the motor way is operational as this certainly will impact the number of cars in this area OR is it a plan getting ready to force cars onto the motor way ?</p> <p>CCC focus should be with the installation of the planned lights at the Marshlands vs lower styx road (delayed due to lampray eels) this is where multiple accidents occur and now with Prestons has become a very busy intersection with cars constantly slowing and turning off marshlands road and the visibilty around the bridge limits vision adding to the danger, road not in line</p> <p>CCC also need to address the QE11 intersection where marshlands goes from 2 to 1 while cars turn into McSaveneys this is horrendous at peak hour with the traffic island forcing cars to have no where to go when running out of merging room?</p> <p>Suggest prevent the turn OR remove traffic island and continue 2 lanes through plus a turning bay</p>
25141	Julie	Brosnan		60 km/h is a great idea. Marshlands Road is far to congested with traffic to continue having 70 km/h. Also Kainga should not be 80 km/h. We have these speed limits in place and many drivers still want to go faster. Just an accident waiting to happen. I'm all for dropping the speed limit.
25137	Julian	Doesburg		<p>I am opposed to the proposed blanket 60km/h speed limit for the roads marked in red on the map. I'm also wondering about the statistics that have been presented on the website page - how many are due to speeding drivers, drivers under the influence of alchohol, all of which would not have been effected by a change in speed limits.</p> <p>I'd like to suggest a 70km/h limit, as this works well on Marshland road, and the other surrounding roads. I believe the intersections should be investigated and made safer, especially the Lower Styx / Hawkins Rd / Marshlands Rd. To have a north entrance and exit to the Prestons subdivision onto Lower Styx Road, only to have to enter or cross Marshland Rd is lacking in planning, and is very dangerous, only inviting accidents. The council has got it wrong in many places of the city. A ridiculous 60km/h limit on Styx Mill & Gardners Roads, where most of the drive is 'in the countryside'. This should be 70km/h. Then on dyers road we have 70km/h which is too fast where it passes the industrial areas through to Linwood Ave - this should be 60km/h.</p> <p>This blanket 60km/h plan is ridiculous!</p>
25136	adrian	dawson		I dont support the lowering to 60

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#	First name	Surname	Name of organisation (if applicable)	Feedback
25135	Aimee	Swain		<p>Keen to keep Marshland Road 70km. I feel like the speed limit for Marshland road should remain as it is currently as 70km. Dropping the speed limit on this road would probably push me to use the (to be completed) motorway into the city and then out to Bromley for work. Or to be honest I'd change jobs and not come into the city at all, currently hanging out for the road changes to be fully implemented to make travelling easier. If Marshland road has to change then keep north of QEII 70km, and drop south of QEII to 50km. Having an entire area changed to 60km is just sitting on the fence. If it really is dangerous, and not just the act of idiot drivers who aren't going to take notice of the speed limits anyway, then a 50km limit south of QEII makes sense. Forget the 60km limit all together.</p> <p>The surrounding areas off Marshland road could possibly be lowered depending on the residential make up of these streets. Personally I don't use these as often.</p> <p>Having moved from Wellington to Chch 3 years ago I find driving around Chch frustrating. Very similar roads across different areas of the city seem to be anything from 50-80km in speed limits.</p> <p>Two things Christchurch drivers seem to be uneducated on is FOLLOWING DISTANCES and HOW A ZIP WORKS. Thanks Aimee</p>
25134	Melissa	F		Either keep the speed limit at 70 or increase it to 80 and put roundabouts or traffic lights in
25133	Narelle	Prior		We travel marshlands road at peak time all week...leave the speed limit alone there's nothing wrong with it the way it is.
25120	Melanie	Williams		<p>This is a great idea. These road are not fit for faster speeds.</p> <p>Not sure why you are even asking for feedback if these speeds are not safe you should lower the speed don't ask all the know it all out there.</p> <p>There are a number intersections that also need safety improvements. Dickies/ MNR Belfast/ Blake's are two of these.</p>
25115	Grahame	Mantell		I would love the speed limit to be 60kph in the Marshlands area, I live on Guthries road that is currently 80kph at the moment and surprising we have a lot of traffic / trucks screaming by at 80 plus kph. The Guthries road / Marshland road corner is incredible dangerous to navigate if you are trying to exit Guthries road on to Marshlands road, the trees need to be trimmed on that corner as well! Any speed reduction and more policing in the area would be very welcomed as well. Also more lighting on Fords road, Guthries road and Macdonalds road would be a huge improvement for the area and would help combat the illegal dumping and crime that occurs in this area. Thank you.
25106	Kirsty	Townsend		<p>Please reconsider reducing the speed limit for the whole of Marshlands Road to 60km and surrounding roads.</p> <p>I think from Prestons Rd to QE2 drive it could be reduced down due to the number of users but Preston's north should stay at 70km.</p> <p>The fact that Marshaland Rd is going to see a considerable drop in traffic once the new motorway opens should be taken into consideration . The reason there are accidents in this area is due to high congestion leading to driver frustration not necessarily speed. I think there will be a noticeable difference once motorway is in operation and this review should be looked at a later date.</p>
25105	Peter	Murphy		<p>I support the drop to 60km/hr on all side roads, however consider both Marshland Road and Main North Road should be set to 70km/hr. These are long straight road and whilst has traffic once motorway opens its traffic will drop. Equally whilst there is rural home this is not a massive built-up area so 60km/hr is excessively slow.</p> <p>Money is better spent fixing the box drains along these roads which are major hazards and poor engineering practive</p>

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#	First name	Surname	Name of organisation (if applicable)	Feedback
25087	Grant	Anderson		<p>I support a reduction from 80km/h to 70km/h for the section of Marshland Rd from Chaney's to Tram Road. I do not support a reduction from 70km/h from Chaney's to QEII Drive. I drive on this road daily, and the incidents do not appear to be related to vehicles travelling 70km/h - it seems that the boy racers, people who can't travel work out when roads are slippery are the ones who have trouble. There might be a case to reduce the speed limit around the BP & McDonalds, but the rest of it should stay at 70km/h. Installing speed detection signs, or a mounted speed camera may have the desired impact.</p>

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#	First name	Surname	Name of organisation (if applicable)	Feedback
25073	Jan	Burney		<p>I agree with this proposal except for Marshlands Road.</p> <p>1. Proposed 60km is too slow - 70km is more appropriate for Marshlands Road.</p> <p>Additional areas of concern in the Lower Styx to Kainga routes</p> <p>2. Lower Styx Road_ Dunlops Road intersection : So many motorists do not stop at the stop sign when exiting from Prestons at Dunlops Road - or they edge out further than the road markings -</p> <p>Motorists treat the intersection as a give-way sign -rather than a stop sign.</p> <p>The bends in the road are deceptive when incorporating speed from both directions on Lower Styx Road</p> <p>3. Since the earthquakes, the damage to the one-lane Spencerville Road Bridge - the alignment /dip in the road makes it very difficult to see on coming traffic which is heading in the direction of Spencerville.</p> <p>4. Motorists who are parked at the Kainga/Marshland dairy and bottle-shop - who then proceed on their journey, do not wait for road traffic at the intersection at Kainga Road /Marshlands Road . Many near misses witnessed.</p> <p>5. Restoration of road surfaces which have not been fixed since the earthquake - pot holes -</p> <p>6. A dedicated cycle land - would be a big improvement in safety - for both cyclists and motorists on the routes -Marshlands/Lower Styx/Spencerville/Brooklands/Kainga. This route has become quite popular for recreational cyclists.</p> <p>7. As a regular walker - in Brooklands - the damage to footpaths from the demolition crews in the red zone Brooklands - make the foot paths dangerous to walk on and almost impossible to use. Walkers are in danger,as we have to use the road. Motorists generally do not adhere to the speed limit of 50km - mostly in the mornings.</p> <p>A walkway/cycleway would be a big improvement for safety for all users - along with enforcement of the speed limits in this area.</p>
25072	Fione	Noah		<p>This should not be changed, reviewed etc until after the new addition to the northern motorway has been open for maybe a year. All the figures may change considerably.</p>
25071	Raman	Johal		<p>I am not agree with these sort of changes. I do not think its speed that kills but there are other factors that needs to be considered such as use of cell phone, distract drivers, road rage. Reducing speed limit does not even make any change. For e.g. Johns road has a limit of 80km/hr and I used to drive everyday for work towards airport. I have seen most of the drivers going over the speed limit. Not just on Johns road but on motorway heading towards Picton has a speed limit of 100km/hr and most motorists drive over the speed limit normally at 120 or 130 km/hr. I never seen any police cars therewith cameras or checking drive speeds. Reducing speed does not make much difference as far as I can see. Other factors should not be ignored and needs to be considered more than always targeting speed limits.</p>
25064	Callum	Hooker		<p>60kmh is too slow for this road. At night there is barely any traffic and to travel at this speed is going to increase journey times and will likely have no impact on injuries/fatalities.</p>
25063	Gary	Clinton		<p>Hi, I travel on the selected roads often and I can see a need for a small change. I think the existing 70k areas are suitable and ok for the area. The change I would make and suggest, would be to reduce the 80kmh from the Waimak bridge along past Hellars and onto Kaiapoi to 70kmh from 80kmh. 80kmh is too fast for this stretch of road in its condition and the width of the bridge.</p>

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#	First name	Surname	Name of organisation (if applicable)	Feedback
25058	Justin	King		Marshlands Road is slow enough since you dropped it from 80 to 70 There is no need to drop to 60 as most of it would be rural residential with plenty open paddocks with not much housing so don't see any reason other than annoying thousands of motorists each day , not everyone wants to use the multi million dollar motorway to make the stats make it look like it was needed
25057	John	Ascroft		Support lowering of all speed limits proposed. Should also look at provision for safer cycling.
25039	Alan	Hepburn		How many of the accidents recorded on these roads have been at the speed limit in force at the moment and how many involved other influences? ie drugs or alcohol.
25030	Caroline	Elkington		<p>I agree there needs a speed management plan however I would ask why the township of Spencerville has been omitted? We have a 50km /h with signs however I regularly see people speeding through the 50km area whilst waiting for the school bus in the mornings and so maybe having something else would be good. Maybe electronic guides or speed bumps??</p> <p>The key intersections on Marshlands road need proper turning areas. I.e right by Ouruhia School at 3pm! If there was an actual turning lane onto and off Marshlands road then that would make turning safer. Also at Chaney's corner, many cars do not indicate when heading north and turning onto Main North Road which means the cars on Spencerville road can't cross that intersection very easily. I previously saw a document trying to improve this intersection which separated the turning cars and the cars heading north which I supported.</p> <p>I agree that at the south end of lower Styx road the speed should be reduced on Marshland road as it is quite an unsafe junction when cars are heading south on Marshlands especially the big logging trucks. I think this is a bit of a blind spot??</p> <p>I like the subdivision speed limits that have changed to 40km/h as there are always so many kids around, much better.</p> <p>The speed limit should be restricted around the Ouruhia township as there are plenty of residents. The other roads to the west of Marshlands road but north of Prestons road, I don't really see the need for the speed reduction as I haven't witnessed any accidents or stupid / dangerous driving but if they are high risk areas then so be it.</p> <p>Prestons road should be reduced to 60km because I find many people don't slow by the 50km of residential Redwood.</p>
25028	Norma	Kloosterman		I strongly support the reduced speed limit of 60km/h on the local roads as shown in the map. I would like to see a safer right turn from local roads like Belfast Road and Factory Road onto Main North Road and Belfast Road and Radcliffe Road onto Marshland Road: intersection upgrades are needed.
25025	Tony	Hallams		Support the initiative to lower speed limits on all roads or carriageway proposed.
25023	Ethan	Edmonds		No it's stupid. You'll have to get stuck behind old turds doing fucking 40.i always get stuck behind old people doing 60 in a 80 now they'll be doing 40 in a 60. Do not change the speeds. It's fine
25020	Margaret	Chacko		<p>Very keen to have speed limits reduced.</p> <p>By the way this is quite an unfriendly website.</p>
25008	Stewart	Presnall		I support 60km/hr in the most densely populated areas but 70km/hr in the less densely populated roads, along with other speed management controls
25007	John	Foster		Existing speed limits are working well and giving good traffic flow, especially in non peak times.At the short period of peak traffic flows the congestion limits the speed and lower limits would have no safety effect.Lower speed limits would; in off peak times; discourage the uses of these roads and put more traffic into the already overused Belfast route.

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#	First name	Surname	Name of organisation (if applicable)	Feedback
24999	Kelly	Lyons		<p>I think there need so be consistent speed limits but not 60km this is too slow for flow on Marshlands Road.</p> <p>The confusion on Mairehau Road is frustrating why is it 80km and Marshlands 70? Why is marshlands 70 and after Chaney's corner 80? And the intersection on tram road where the motorway joins is probably the most dangerous intersection I've been at! And there is no sign when it changes to 100km. Why don't you consider fixing these things before you slow everyone down to 60km.</p>
24998	Jo	Reynolds		<p>Leave the speed limits as they are. It is only going to cause more issues with people getting pissed off with being held up. Accidents are caused by people who can't obey the rules, this isn't going to stop that</p>
24996	Tom	Aiken		<p>The speed limit is fine as it is. Improve the quality of the roads first and foremost. The roading contractors are wasting everyone's money with crap work that constantly needs to be redone, and causes accidents and other incidents. They redo work to ensure they keep their quarterly budgets! Stop this crap culture - design and build better roads!</p>
24994	Kieran	Straw		<p>60km/hr is too slow, especially for Marshland Road. These are semi rural roads, with no footpaths, no parked cars and few driveways. A change to further reduce speed limit will see very little compliance. I suspect this is part of a plan to move traffic from Marshland Rd onto the new motorway but this can also be done by altering phasing at Preston's Rd.</p> <p>A lower limit of 60km/hr would probably be Ok for the short section of Marshland Road where there is a lot of businesses, the section from Chaney's off ramp by Smith's Hire through to Hellers on the waimak side of the river but that's it.</p>
24993	Michelle	Leathart		<p>To Christchurch City Council,I OPPOSE THE CHANGING OF THE SPEED LIMITS ESPECIALLY MARSHLANDS RD.</p> <p>In the subdivision it should be 50 as it is in most built up areas.</p> <p>The reasons for my opposition are:</p> <ol style="list-style-type: none"> 1 It makes commuting into the city or driving out of the city longer time wise. More time in your car more cycles of the car engine more pollutants in the air. 2 People get tired when travelling and increasing time spent doing so can reduce peoples attentiveness leading to more crashes 3 More time spent in your car leads to more stress and increases the likelihood of road rage especially when travelling behind slow vehicles. This results in people tailgating or overtaking in dangerous ways <p>I agree that some changes in the roading are definitely needed and perhaps by putting in clearer road signs and making the road markings clearer would certainly help and be more effective than slowing people trying to get around the area down to a snails pace.Yours sincerely,Michelle Leathart</p>
24986	Nathan	Punton		<p>I appose the reduction in speed limits along Marshlands Road. Generally this area is not built up and provides areas of great visibility ahead. If necessary the section from Briggs Road until Prestons Road could be reduced to 60km/h however I believe it is unnecessary to reduce the speed limit north of Prestons Road to the waimak bridge, as this aligns with posted 80km/h speed limit along QE2 drive. I travel this road on a daily basis and believe 60km/h is too slow during off peak times. I would recommend putting additional funding into safety barriers, medium strips, or additional lighting.</p>
24985	Jan Jakob	Bornheim		<p>I support the lowered speed limits. Residing in Mairehau, I use these roads to access Northwood and Belfast as well as Spencer Beach when cycling. I also drive along Marshlands Rd in a car. I am not bothered by the prospect of a lower speed limit when driving on these roads. There will be no noticeable real loss of time for traveling in a car, and the gain in safety is worth whatever seconds I lose in driving time. Given the winding nature of these roads, lower speed limits will make cycling more secure and more comfortable. The lower speed limit ties in with the increased accessibility of this area for cyclists with the new Hills Rd subway. I would urge the board to consider an even lower speed limit of 50 km/h on all roads, or even all roads excluding Marshlands Rd. I would also suggest lowering the speed limit to 60 km/h along the entirety of Lower Styx Rd to make Spencer Beach more accessible for young and old choosing to go out on a beach day using their bicycles.</p>

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#	First name	Surname	Name of organisation (if applicable)	Feedback
24978	Colin	Tucker		<p>This is pointless. Most of the problem is the fact that you cannot travel at 70 kms on Marshlands roads anyway due to the number of holdups at the traffic lights. The method of joining the Motorway from Marshlands will only ever increase either high speed or low speed crashes as you have to join in feeder roads with vehicles joining from the left and right in close proximity. This will have a tail back impact onto Marshlands.</p> <p>Most of the crashes that have happened appear to be tailgaters, or hoons that don't care about the 70 km limit, so will not care about a 60 km limit either.</p> <p>What this road needs is better lighting and less traffic lights, not an lower speed limit.</p> <p>Mairehau Road junction with Marshlands worked fine before the traffic lights where installed and the Prestons Road, Marchland junction as a roundabout was just fine as well. Now it's stop start all the time, impossible to turn into the BP station travelling north.</p> <p>Sorry but needs a better re-think of the infrastructure no adding to it with more road signage. Slower crashes are still crashes and stop start travel leads to road rage, cutting corners and an increase in fuel usage.Please look again.</p>
24975	andrew	martin		<p>Hi as a resident on marshland road i have seen plenty of car accidents on briggs road before the proposed speed change. I personally dont believe that reducing speed limits will prevent accidents in this area, as the majority of the problem seems to lie on vehicles doing over the speed limit in a 50km area. Drivers are trying to out beat the briggs road lights and bunnings warehouse lights.</p> <p>Unfortunately this happens the other way around also but is related to drivers failing to slow down as they reach the 50km area. This is deliberate to try to beat the briggs road lights. This also relates to red light running as they fail to slow down enough due to excessive speed.</p> <p>Our main problem is caused ignorant drivers who believe that they can speed anywhere. So i cant see any reason to change speeds when drivers will not obey them. I would like to see more enforcement in catching and fining drivers for speeding, unfortunately if this was done instead of just this area we would have to focus on the whole of christchurch. Hornby is another bad area, with the main road that takes you past the airport and under the special feature glow at night bridge.</p> <p>More red light cameras and fixed speeding cameras i believe would at least generate extra revenue for a while. Then focus on goughning up the penalties of exceeding speed limit.</p>
24958	Perawai	Hurunui		<p>Personally I think a couple of speed cameras down that stretch of road should be considered. The amount of people who speed past and overtake me on that stretch of road when I'm going the speed limit is insane. Maybe more police monitoring could help.</p> <p>I really don't think lowering the speed would help as there's always others out there that don't care. I've had so many near crashes in 2 years on that road than anywhere else.</p>
24956	Nicolette	Buchanan		<p>Hi there, a reduction in speed around these areas would be fantastic, there have been too many incidents on Marshland Road since we have lived here and the signage is terrible to say the least to show the current speed limit, many large truck and trailer units do well in excess of the curent 70kmph during business hours and overnight aswell. If reduction isnt going to happen maybe a couple of speed cameras would be a better option.</p>
24951	Emma Bryce	Lindsay Chapman		<p>Good morning, we are 100% in favour of this speed limit change, as we have younger children using the roads to bike to school. We also use the walkway with strollers etc to walk our smaller children to preschool & school. We also have a lot of 'idiots' on weekends as they use the 80km limit to speed race along Prestons Road. Burnouts at intersections etc. I think reducing the limit would take away the appeal. Our tenants in our property at 268 Prestons are also in favour of this, as they use the cycleway. Thank you for your time.</p>

Marshland Spencerville Kainga Speed Management Plan - consultation feedback names only

#	First name	Surname	Name of organisation (if applicable)	Feedback
26275	Jenny Gordon	Hughey Cockerell		<p>Apologies for the delay in our submission.</p> <p>We received the have your say document last night at the residents association meeting on the 15 July.</p> <p>We would like the opportunity to speak at the committee</p> <p>We make the following submission:</p> <ol style="list-style-type: none"> 1. We endorse the speed limit on Spencerville Road and Turners Road being reduced to 60Kms per hour. Reasons: <ul style="list-style-type: none"> • These are city streets and should be subject to speed limits the same as other residential roads • Cars regularly speed down both roads at any time of the day or night. • The roads have walkers, runners , bikers and horse riders using them • It is extremely dangerous especially in some places where there is very little verge suitable for these activities • Wildlife lives near these roads especially Pukekos and Harrier Hawks and are regularly killed • Boy racers and older boys race their cars and off road bikes down both these roads regularly • The same group does regular burn outs on the corner of Turners Road and Spencerville road • The Police have been out taking number plates while the corner burn outs occur but someone else then starts up • The burn outs make it very dangerous for people travelling on both of these roads especially at night • There are anti-boy racer zone signs in this area but that makes no difference to individuals and small groups of one and two. 2. We support the placement of a controlled intersection on the corner of Turners road and Spencerville road. <ul style="list-style-type: none"> • For all of the above reasons • It is dangerous as people do not stop and look properly before turning and cars cut the corner. • The controlled intersection should have a traffic island placed in the middle of the road to stop the drivers doing burn outs on the corner and to stop corner cutting from both approaches. 3. The intersection on the Turners and Spencerville road must be realigned <ul style="list-style-type: none"> • Over time the road has crept towards the fence line on the east side of the intersection • This is due to road repair team filling up the pot hole each time moving it closer to the fence line on the east side • The corner is now very near a power pole which is extremely dangerous • The whole corner needs to be realigned before work proceeds

C. Higgs

25 June 2019

Marshland Area Speed Management Plan

Submission on Current Proposal

Thank you for the opportunity for community consultation on the proposed Speed Management Plan for the greater marshland area. Thank you also for the clear and forthright data the council made publicly accessible in preparation for these submissions, it has made accurate and detailed submissions possible. I do ask that these submissions are taken account of, and that, in the duty the Christchurch City Council has as the custodians of public roading on behalf of the public, you listen to and act upon the submissions received. Obviously not all submissions are practicable to implement and many will be contradictory, but with sound, evidence based reasoning, an acceptable compromise can be reached.

My goal with this submission is to comment on the current Speed Management Plan and present a more effective compromised plan that adheres to both the councils obligations under the Setting of Speed Limits Rule 2017, the Speed Management Guide and Council Bylaws, with the needs and desires of road users and the effect any change will have on the wider community.

Abstract: I am not opposed to safer roads, indeed I would argue no one regardless of their political positions, age, gender, hobbies or interest and upbringing wants to see death or injury on our roads. However, the current proposed Speed Management Plan, including proposed new permanent speed limits is flawed in its current form, and will do more harm than good. The reasons for this are outlined briefly in the body of this submission, with more in depth supporting evidence appended. A revised plan map with further notes will be proposed.

Definitions:

CCC - Christchurch City Council

CNC - Christchurch Northern Corridor

IRR - Infrastructure Risk Rating

ISZ - Intersection Speed Zone

PSL - Permanent Speed Limit

RCA - Road Controlling Authority

SMG - NZTA Speed Management Guide

SMP - Proposed Marshland Area Speed Management Plan

SSL - Setting of Speed Limits Rule

Observations of Current SMP:

The current issues noted with the SMP in its current form are:

1). The proposed SMP and the changes to the PSL therein is likely to do more harm than good, due to a). Extending travel times, b). Appearing incredible in the eyes of the public, c). Further distancing and polarising the public from important road safety conversations, and d). Operating speed of the area of the roading network has little to do with serious and fatal crashes that have occurred in certain areas of the network meaning a corresponding increase in road safety for the current societal and economic cost of the SMP is unlikely.

2). The current SMP does not meet the requirements of the SSL, the SMG and therefore the Christchurch City Council's Traffic and Parking Bylaw 2017, as stated on the webpage for SMP consultation. Alternatives have been provided that better need with the requirements of both SSL and SMG.

3). The type, quantity and quality of traffic will change dramatically over the next 18-24 months with the opening of the CNC. These changes cannot be fully understood by the RCA and certainly not the public being asked to consult on this plan, until the opening of the CNC.

4). Significant public money has been invested in designing and constructing CNC overpasses and realignments for the current PSL.

5). The proposed SMP falls short in several other minor areas.

1). The proposed SMP is likely to do more harm than good

Like any decision you or I make in everyday life, setting speed limits whether higher or in this case lower is not a zero sum game, meaning in the broadest sense there is a cost to that decision and that cost must be quantified and evaluated. Specifically in this circumstance it is possible that even though the roads are safer with a lower speed limit, the societal and economic costs can outweigh these benefits. The result is that we as a society are worse off than before. For this reason both the SMG and SSL require speed limits to be set by RCAs that are both safe and appropriate.

a). Travel times on some of the busiest corridors in Christchurch, as well as some minor roads are set to be impacted under the proposed SMP. The economic costs and the costs of personal time lost is huge. For example, Marshland Road carries approximately 19500vpd when measured just south of the railway crossing. The proposed speed limit will increase the travel time between Chaney's Offramp and Prestons Rd by about 1 minute per vehicle. For the 10400vpd that use Main North Rd between the Waimakariri River Bridge and Chaney's Offramp a further 15 seconds of travel time is added. In the course of a year this costs road users approximately 90,000 hours in lost time per year, with an economic cost of approximately \$1.86 million per year. This cost is borne solely by ordinary people, and business owners/operators. No cost benefit analysis has been provided to indicate this is a good investment of community time (see Appendix A for workings).

b). Significant wholesale drop in the permanent speed limit as proposed will appear broad-brush and arbitrary, and in certain areas will appear incredible, and will not be supported or observed by the public. This is evidenced by the fact that current travel speeds are very closely inline with certain current PSL and numerous studies have shown that a change in the permanent speed limit usually has little effect on changing operating speeds (usually 0-3kmh for every 10kmh drop in PSL when mean operating speeds are close to current PSL). This is a well observed phenomena that drivers base safe operating speeds on hazard analysis rather than signage, and appears to be wholly ignored from the current SMP.

c). Because of a decrease in the credibility of the PSL, not only do many members of the public feel they are being criminalised for a safe activity and disruption to traffic flow is

caused by a greater variation in operating speed (which is also major factor in predicting road safety outcomes), but unnecessary and inappropriate speed limits will further polarise public opinion and distance the public from engaging in important road safety discussions. This will not only make enforcement difficult for police as they will lack public support on certain road stretches (further reducing any change in operating speed) but create further public resistance to road safety programs in the future. Speed limits perceived as silly do not increase road safety.

d). Adding to public dissatisfaction is the knowledge that many high profile serious crash outcomes would have been unlikely to have been changed with a lower PSL. An example is the fatal crash on Spencerville Rd in 2013, where the driver was so intoxicated the coroner found that he likely would've drowned if he made it to his destination, the beach, and lost control of his vehicle on a mild curve at approximately 130kmh, 50kmh in excess of the PSL. In another example the crash that tragically killed cyclist Mr Eden, the cause was a driver who lost control because he was exceeding the speed limit significantly, overtaking illegally and was likely intoxicated, nor was wearing a seatbelt. It is debatable whether a lower PSL would have had different outcomes for the tragic crash on Mairehau Rd that took the life of a 19 year old man, however SMG, changing use and traffic Flow data indicate that a PSL change is required here.

2). The current SMP does not meet the requirements of SSL or SMG

Analysis of the roads in question suggest that for many roads, the proposed PSL does not fall in line with the SSL rule (and therefore the CCC Traffic and Parking Bylaw 2017). Section 1.3a and c of the SSL states:

“The purpose of this rule is to give effect to a *nationally-consistent and evidence-based* approach to speed management; and require road controlling authorities, when reviewing speed limits, to decide which speed limit is safe and *appropriate* for a road. (Italics ours).”

The way this is achieved is by use of the NZTA provided SMG. As I'm sure you are familiar, this guide uses a variety of metrics to arrive at travel speeds that are deemed safe and appropriate for a given road.

It has become apparent that the speed limits proposed in the SMP differ significantly with the speed limits produced by the SMG on some roads, in particular, Main North Rd, Marshland Rd, Belfast Rd, Guthries Rd, Radcliffe Rd, Turners Rd, Spencerville Rd, Kainga Rd, and possibly Prestons Rd (in most these areas the SMG strongly suggests a PSL of 80km/h or leaving the speed limit unchanged is a more suitable alternative).

A major issue in the selection of a proposed PSL for these roads appears to be the CCC's distinction of what constitutes a rural road and what constitutes an urban road. It would appear that the whole road network in question is being treated as urban roads, when in reality according to the definitions of the SMG many are in fact rural roads. Main North Rd, Kainga Rd, Spencerville Rd, Turners Rd, Marshland Rd to Lower Styx Rd and Lower Styx Rd are all Rural Roads according to Stats NZ Urban Rural Boundaries 2019, CCC District Plan and common use and perception. In addition, Belfast Rd, Guthries Rd Radcliffe Rd, and Marshland Rd between Belfast Rd and Prestons Rd in particular are rural roads according to the CCC District Plan and common use and perception. In setting a speed that is safe and appropriate, addressing these issues is paramount for compliance and public goodwill.

These are the same stretches of road where the proposed SMP has failed to meet the criteria outlined in SSL Section 4.2a, b and c.

More importantly the CCC has failed to demonstrate how, other than by changing the PSL, they will meet the statutory requirements of Section 4.4(2) c, which states:

“In setting a permanent, seasonal, or variable speed limit, a road controlling authority must aim to achieve a mean operating speed less than 10% above that speed limit.”

Local studies have found that dropping the PSL alone changes the operating speed profile by 0-3km/h for every 10km/h drop in the PSL. Combine this effect with what many will perceive to be an arbitrary change in PSL on some roads (as evidenced by current operating speed profiles) and it is clear there is no way the RCA can expect to meet these requirements.

It is also worth noting that while on the SMP website it states that the CCC “want to make Christchurch roads as safe as possible,” the CCC along with all RCAs have a statutory obligation to make speed limits safe and appropriate, meaning if the goal is simply to make roads as safe as possible other key metrics are being ignored.

Further analysis and alternative speed limit suggestions can be found in below.

3). The effects of the CNC on this area of the network in are not quantified yet.

Currently Marshland Rd and Main North Rd are important freight, commerce and commuter routes between central and eastern Christchurch and north Canterbury. This is a symbiotic relationship that benefits both Waimakariri and Christchurch City districts.

With the construction of the CNC it is unclear how the Marshland Rd corridor will be affected and utilised over the next 24 months. It is possible that the CNC will reduce traffic load on the Marshland Corridor significantly by more than 80%, making it essentially a rural connector road. Alternatively traffic problems around Cranford St could mean that for eastern Christchurch the Marshland Corridor is still a well used road at peak times. It may be that in the event of reduced peak Flow traffic, this Corridor becomes an appealing express bus route to the Palms Mall connecting with other services to eastern Christchurch.

In any of these scenarios the reality is that until the CNC is fully operational it is difficult for the RCA to have a meaningful understanding of future road use in this area, and impossible for the general public to accurately identify and make informed contributions and consultations on the Corridor.

Another major change the CNC will bring is an alternative, safer and easier to use cycle route north. A common party in serious crashes on Marshland Rd and Main North is sadly cyclists. However with the creation of a dedicated, segregated cycle lane, these road users will have nothing to fear from motorised traffic, and likewise for motorised traffic, slowing down to reduce the probability of harm to cyclists and walkers will largely become nonexistent.

With these facts in mind I would like to see changes to the PSL on Marshlands Rd and Main North largely postponed until the opening of the CNC and when accurate data can be obtained of the roads usage.

4). Freshly constructed overpasses and realigned roads as part of the CNC built to a higher design speed

Significant public funding, as well as enormous effort from engineering teams and construction crews of the CNC alliance has gone into realigning roads and constructing new overpasses around the CNC project.

Specifically these are:

Belfast Rd Overpass

Guthries Rd Realignment

Radcliffe Rd Overpass

Prestons Rd Overpass (limited application to this paragraph)

These 4 areas of the CNC project were designed and engineered to permit travel safely at the **current PSL**. (80kmh in all cases except possibly Prestons Rd). This obviously creates several serious issues for the proposed SMG.

The most significant issue is the negative effect a speed limit set significantly lower than the design speed on a freshly constructed road has on road users. As discussed it is well documented that road users base a safe and appropriate travel speed on risk perception. On a road that is freshly constructed, is designed to the latest safety standards, is wide, smooth and had wide medians, has guard rails along the road shoulder, has very good clear sight distance, is largely without curves and is in a semi rural setting (all factors the IRR for the road takes into consideration and delivers a very low risk score), wilful (and I suspect actual) compliance to a 60kmh PSL will be non existent.

In the short term this creates an immediate problem for the RCA there is a statutory obligation to aim to set speed limits within 10% of mean operating speed, something that will simply not be achievable without significant road treatments.

Arguably a speed limit that is 20kmh slower than not only the design speed of a brand new road, but 20kmh lower than the SMG recommendations is not appropriate, another statutory obligation an RCA must meet.

Road users will feel patronised and infantilised being asked to do a speed clearly inappropriate for such a high quality road.

Tax payers will question why excessive money was spent to over engineer new roads.

These stretches are likely the areas where the problems outlined in Section 2 b and c are most strongly felt.

5). The SMP does not explicitly address several other issues adequately.

There are several minor issues that should be addressed in this area:

1). Consistent signage at the Main North Rd/Marshland Rd intersection. Currently there are stop signs on the Spencerville Rd side of the intersection, but Give Way signs on the Main North Rd straight/right turn lane. Due to the legal right of way priority give way signs have over stop signs (a motorist at a stop sign must give way to all traffic at a Give way sign) that is often not consistently understood by motorists, confusion, second guessing and near misses are unnecessarily common.

2). Address trees obscuring vision at Prestons/Hills Rd intersection.

3). Remove school speed zone from PSL database

4). Extend 60kmh zone on Preston's Rd to between Waitikiri Dr and Rothesay Rd in accordance with SMG to better suit road environment, increase credibility and match current operating speed trends.

5). Consistent Speed Limits are mentioned as a reason for speed limit change. RCAs have an obligation to set safe and appropriate speed limits over consistent speed limits.

6). On the consultation webpage it strongly appears as collective risk is being cited as a reason for PSL change when in the SMG does not necessarily use collective risk as a factor in determining all safe and appropriate speeds. This appears to be swaying the proposed PSL in the SMG unnaturally low.

7). On the consultation webpage, a cited reason for the SMP is consistent speed limits in the Prestons Subdivision, but no proposed measures are mentioned or present on the map.

Alternative Proposed PSL for Greater Marshland Area

The intent with this section is to provide an alternative proposed PSL map that addresses key issues identified in this submission and attempts to rectify them whilst still providing effective increases in safety, meeting the requirements of the SMG and maintaining public confidence in PSLs.

For this the road network has been divided into four areas as follows:

Area 1 - Main North Road between the Waimakariri River and Marshland Rd, and Marshland Rd between Main North Rd and Guthries Rd

Area 2 - Marshland Rd between Guthries Rd and QEII Drive

Area 3 - All roads West of Marshland Rd

Area 4 - All roads East of Marshland Rd and Main North Rd

Area 1:

Waimakariri River Old Bridge - This section of road while smaller has a very high IRR and has often been the site of serious crashes. Also anecdotal evidence and experience suggests that the comfortable travel speed for this area of road is between 60-65kmh. Based on the SMG a road of ONRC class 2 with an IRR higher than Medium should have a PSL of less than 80kmh. Given this road does not meet the criteria for an interim speed limit of 70kmh, 60kmh is the safe and appropriate speed for this section of road.

This would widely be perceived as a suitable move by the public, and the speed zone should extend from just south of Wrights Rd on the north bank to mid curve approximately 100m south of the bridge on the south bank. The speed zone is approximately 550m in length and meets the minimum length requirements of the SSL.

Main North Rd between Old Waimakariri Bridge and Marshland Rd - This stretch of road is significantly safer in all metrics than the above section. It is best described as a Rural Town Road near the industrial area due to its position outside the Stats NZ urban boundary and common perception, and a Rural road for the rest of the road. Based on the SMG this ONRC class 2 with a Low-Medium Personal Risk and a Medium Collective Risk it's an IRR of Low Medium should have an 80kmh limit.

While there is a lack of speed data available on this stretch of road, anecdotal evidence and experience suggests strongly that the public agree that this speed limit is safe and appropriate with consistent travel speeds of 80kmh in free flowing conditions.

Please bear in mind that according to the IRR Manual the rural/urban divide for IRR is based on adjacent land use zoning, not whether the road is rural/urban. Because of this

factor, this road has a Low Medium Urban IRR in the industrial area, despite being a rural road according to the SMG.

Another important consideration on this stretch of road is the complete removal and segregation of cycle and foot traffic on the new shared use path constructed as part of the CNC. This eliminates the risk profile presented to these vulnerable road users.

Marshland Rd between Main North Rd and Guthries Rd - This section of road is best described as Rural, due to being outside the Stats NZ urban zone, Rural CCC District Plan land use and common perception.

This ONRC class 2 road has a Medium personal risk and high collective risk profile, with a Medium Rural IRR. The SMG suggests that 80km/h is a safe and appropriate speed for this road.

It is worth noting that the proximity of the rail crossing to the Spencerville/Main North intersection in practice has the effect of raising the apparent risk to road users and subsequently slowing traffic to a speed where with little braking it would be considered of low risk of a fatal side impact collision (around 55-60kmh). Usually traffic flows steadily up to this intersection in the northbound lane, slows by about 10kmh around the intersection and smoothly speeds up again to the PSL. Given the observance of this effect, I am confident the major factor in the outcomes of the tragic crash that took an elderly man's life and seriously injured his wife was not the speed of the impact, but rather the age and health of the victim and the type and age of the vehicle involved, particularly given the occupants of the other vehicle involved were uninjured (admittedly this is purely speculation based on the limited information available publicly). With these factors in mind I do not see how a lower speed limit would lower actual operating speed near this intersection. I would like to see additional lane marking treatments applied in the leadup to the intersection in the southbound lane to increase the consistency of the effect in this lane.

For a 60kmh speed limit the IRR would have to be high or the road would have to be in a rural town. Even if in the case of a higher IRR the speed only should be less than 80kmh, and given the median speed for Marshland Rd is 67.3kmh just south of the rail crossing and 71.3kmh near Turners Rd it would be eligible for an interim speed limit of 70kmh if the CCC was applying for a new speed limit.

Given that raising the speed limit on this stretch of road would be deeply unpopular with residents, that it is possible a 70kmh speed limit would be accepted on this road if it were

being applied for anew, current operating speed data and observations indicate 70kmh is a credible speed limit, 70kmh is slightly below the safe and appropriate speed for this road according to the SMG, and there is no obligation in the SSL rule to change existing 70kmh limits where they are within safe and appropriate tolerances, the status quo is the right speed limit for this road.

Area 2:

Marshland Rd from Guthries Rd to Prestons Rd

This section of Marshland Rd is similar in nature to the above section; it is best described as Rural, being outside the urban Stats NZ zone up to Lower Styx Rd and being both functionally a rural road and a rural road according to the CCC District Plan up to Prestons Rd. It differs in the above section by having more intersections, at Turners Rd, Belfast Rd and Lower Styx Rd/Hawkins Rd.

This is a rural ONRC class 2 road with a Medium Personal and High Collective Risk profiles, with a Medium Rural IRR. Based on the SMG, the safe and appropriate speed for this section of road is 80kmh.

However for the exact same reasons the above section of road, the status quo is a more appropriate speed for this section of road.

The intersections on this stretch of road do provide additional risk of side impact however the number of intersections is accounted for in IRR calculations. Additional mitigating factors are: good visibility on all 4 intersections, very low traffic flow on Turners and Hawkins Rd and low traffic flow on Belfast Rd and Lower Styx Rd, wide median/turn bay for right turning off Belfast Rd and predominantly left turning traffic at Hawkins, Lower Styx and Belfast Rd. Additional treatments such as minor realignment and guard rails at Belfast Rd and Lower Styx Rd, or ISZ would be preferable to dropping the PSL.

Marshland Rd from Prestons to QEII Drive - This stretch of road is rural according to the CCC district plan, however it is within the Stats NZ urban boundaries, very close to the

new commercial development on the corner of Preston's Rd and Marshland Rd, is close and used heavily by the new Prestons residential development and is frequented with cycle traffic from these developments, meaning it is best described as an Urban road.

This ONRC class 2 road has a Medium personal risk profile and a low medium IRR. With these medics the SMG suggests 60kmh is the safe and appropriate speed for this road. Also both speed data and anecdotal evidence suggests that this reflects the current operating conditions closely, with a median speed of 61.9kmh. Given these factors and the increasing number of cyclists using the cycle lanes, 60kmh is a safe and appropriate speed limit for this road.

Traffic data, rural/urban divide data, road user demographics, and nearby land use indicate strongly that the watershed position for Marshland Rd is Prestons Rd, and the SMG clearly reflects this. For this reason a change to a 60kmh PSL just north of the Marshland/ Prestons Rd intersection for the most effective outcome. Further low cost treatments (such as green background signs and pinch point land markings) would be of benefit to emphasise this to motorists.

Area 3:

Main North Rd West of Marshland Rd - This road is best described as rural as it lies outside the Stats NZ urban boundaries, runs through rural zones land on the CCC District Plan and is thought of as rural in common perception.

This ONRC class 2 road has a low medium personal risk and medium collective risk profile, and a low medium rural IRR. With these factors in mind the SMG suggests the current PSL of 80kmh is safe and appropriate (a PSL of 100kmh could be applied to this road in accordance with the SMG but is largely unnecessary due to current estimate operating speeds). There is no current speed data available for this road, however experience strongly suggests a mean speed of 80-85kmh. Therefore there is no reason to change the current PSL.

It is not obvious how the CNC shared path will interact with this road; whether it will be grade separated or at level, however if it is at level the obvious solution for the amount of traffic anticipated is manually activated traffic signals at this location.

Guthries Rd - With the recent CNC realignment Guthries Rd is now two distinct types of road; a fast, modern safe semi rural road at the Belfast Rd end and a slow narrow populated rural village road at the Marshland Rd. For this two speed limits are warranted.

From Belfast Rd to approximately Ford Rd, Guthries Road is an ONRC class 3 road with a medium personal risk and low medium collective risk profile (both pre-realignment) and a Low rural IRR, the lowest in the network under this SMP. The SMG indicates again that safe and appropriate speed for this road is either 100kmh or the current 80kmh.

The road is smooth, well protected, and brand new, facts not easily lost on the public. I have it with good authority from NZTA that this section of road was realigned with the intent of a PSL of 80kmh. Therefore undoubtedly the PSL should remain at 80kmh if there is to be any semblance of a reasonable PSL.

From Ford Rd to Marshland Rd the road is very different. Essentially it runs through a rural town for the purposes of the SMG. It is still an ONRC class 2 road and has a medium personal risk and low medium collective risk profile, but a much higher IRR of medium. With these factors the SMG suggests 60kmh is the safe and appropriate speed limit for this section of road. This speed zone would encompass Fords and MacDonalDs Rds and be approximately 600m in length along Guthries Rd and approximately 1100m in length taking into account Fords and MacdonalDs Rds.

This solution will ensure better compliance through the more populated higher risk areas as it allows the public to travel at a safe faster speed on the safer part of the road, and emphasises the change in road nature that this road undergoes. 'Thank you for slowing down' or similar treatments could also be used at the end of the speed zone. The 80kmh section is designed to work with Belfast Rd as described below.

Belfast Rd from Blakes to Marshland Rd - This stretch of road is best described as semi-rural. While just inside the Stats NZ urban boundary, it runs through rural land as designated by the CCC District Plan, and is considered rural in common perception.

In the ORNC this road is right on the border between a class 3 rural primary collector and a class 2 arterial road. With the opening of both a south facing on and off ramp for the CNC the arterial description is better suited. With a Medium personal risk and a low medium collective risk profile and an IRR of Low Medium Rural (when broken into two sections of

the original Belfast Rd and the new Overpass section as per IRR Manual, otherwise IRR is Medium Rural) the SMG indicates that the current 80kmh is a safe and appropriate speed.

In addition an NZTA representative has stated in writing that the engineered design speed for the new overpass is 80kmh. As discussed in section 4, how can a speed limit set 20kmh lower than the design speed of a brand new road be considered appropriate?

There is no publicly available speed data for the section of Belfast Rd in question, however anyone with any experience driving down this road will say that 80kmh is the speed at which it is comfortable to drive safely. Changing the PSL to 60kmh will not encourage safe driving behaviour, gain public compliance and acceptance, reduces PSL credibility on the network, and is wholly inappropriate for this road as outlined in the SMG.

Radcliffe Rd - As Belfast Rd above, Radcliffe Rd is best described as semi rural, being inside the Stats NZ urban zone, but rural according to the CCC District Plan and common perception. It is an ONRC Class 2 Arterial rural road.

It has a Low Medium Personal Risk and Low Medium Collective Risk with a predicted Low IRR between the Rail crossing and the end of the new overpass and a Low Medium IRR on the rest of the road. The SMG suggests again that the current 80kmh limit is safe and appropriate.

This is mirrored by recent speed data where the median operating speed of 79.2kmh and an 85%ile speed of 88.2, suggesting strongly that a lower speed limit is wholly inappropriate (the high 85%ile Speed could be much better controlled with a 'your speed' radar sign treatment, preferably past the base of the new overpass on the Eastern side in the eastbound lane).

I understand a very small number of concerns have been raised about the speed limit on Radcliffe Rd and the adjacent Blakes Rd. These concerns are simply without merit as the current PSL is safe and appropriate according to the SMG, the personal and collective risk profiles of the road are some of the lowest rural risks in the District, and the concerns around Blakes Rd have no bearing on the current SMP as Blakes Rd is not only already a 50kmh PSL, but is also not included in the SMP.

Parts of Radcliffe Rd west of the CNC are slated for future residential development, however this should have no bearing in the PSL until development is well underway.

As with Belfast Rd I have in writing confirmation that the new Radcliffe Rd Overpass is designed and constructed to safely have a PSL of 80kmh. It is obvious that the PSL should not be changed at this time.

Hawkins Rd - Hawkins Rd has very little traffic apart from between Radcliffe and Quaid's Rd, and has both Low Medium personal and collective risk, but a Medium-High to High IRR. No speed data is available however experience suggests average maximum travel speeds around 70km/h.

The road is semi-Rural, being inside the Stats NZ Urban boundary but zoned rural by the CCC District Plan and Rural by common perception.

With these factors in mind a PSL of 60kmh would not be inappropriate if residents on the road agree to it.

Quaid's Rd - This road is also Semi Rural, being inside the Stats NZ Urban zone, but zoned rural by the CCC District Plan and common perception.

It is an ONRC Class 2 Rural arterial road, with a Low Medium Personal and collective risk profile and an IRR of exactly 1.2 to 4 s.f. putting it right on the boundary of Low Medium and Medium. No speed data is available

According to the SMG the safe and appropriate speed limit is the current 80kmh. However a PSL of 60kmh May be justifiable if residents are strongly in favour and additional treatments are used to make the PSL seem appropriate to road users.

Prestons Rd West of Marshlands Rd - In years gone by this section of Prestons Rd would have undeniably been classified as Rural, however with the development of the Prestons subdivision nearby, the construction of new residential areas on the eastern side of the CNC, nearby supermarkets, restaurants and kindergartens a steady increase in both motorised and non motorised traffic and several business premises now on the road, this assumption is no longer accurate. Functionally it is now essentially an urban road.

This ONRC Class 2 arterial road has a Low Medium and Medium Personal Risk profile, and a Low Medium IRR. Therefore the safe and appropriate speed is 60kmh. Additional treatments may be required to keep speed consistent.

No speed data is available for the road section in question.

Hills Rd - Hills Rd is a semi rural road with a high IRR, therefore if residents agree the safe and appropriate speed is 60kmh. Arguably the southern end of the road is essentially a rural town/village.

Walters Rd - Walters Rd is a semi rural road that is extremely narrow. It is an ONRC Class 4 road with Medium High IRR, and is not eligible for an interim speed limit, therefore the safe and appropriate speed is 60kmh. No speed data is available but average speeds would be at or below 60kmh.

McSaveney Rd - Another semi rural road with a Medium personal risk, low collective risk and a Medium IRR. Given that the western end is essentially a rural town/village, and the road surface makes travel at a speed above 60kmh uncomfortable, if residents are in agreement the safe and appropriate speed is 60kmh.

Area 4:

Kainga Rd between Kainga village and Harbour Rd - This is a rural stretch of road being outside the Stats NZ Urban zone, rural zoned in the CCC District Plan, and clearly rural by common perception.

This ONRC class 3 rural secondary collector road, with a Low Medium Personal Risk and collective Risk profile, and a Medium Rural IRR, making the safe and appropriate speed 80kmh between Kainga Village and the remaining houses at Brooklands, a distance of 1.4km (exceeding the minimum 80kmh speed zone distance in the SSL rule). The median speed is 75.6kmh and 85%ile speed is 86.4kmh.

With these factors in mind it is absolutely clear the proposed PSL of 60kmh is wholly inappropriate, does not comply with the SMG and likely does not comply with the SSL rule. It would likely be almost entirely ignored, not only making it useless, but reducing the credibility of other speed limits in the area.

As an alternative to the proposed PSL to keep traffic at a safe and appropriate speed around the remaining residential properties on the eastern end of the road, I proposed extending the 50kmh urban speed zone to the end of this area. With this solution we not only

achieve a reasonable speed limit in the rural section, but effectively reduce the speed limit near the houses and make the speed limits overall more credible.

Spencerville Rd - This is a rural road as it is outside the Stats NZ urban limits, rural according to the CCC DP and rural by common perception.

This rural ONRC class 3 secondary collector road has a Medium High Personal Risk and a Low Medium Collective Risk profile and a Low Medium rural IRR.

It is worth noting that a fatal crash of significance occurred on this road in 2013, which contributes to a higher personal risk rating. This crash involved: A single driver and vehicle (i.e. no harm to others), speed well in excess of the speed limit (police estimate in the region of 130kmh), and a blood alcohol level so high the coroner found that he would likely have drowned if he got to his destination where he was planning to swim. A 60kmh limit would not have prevented this accident.

Even when this crash remains in the risk analysis data set, the appropriate speed for this road is still 80kmh according to the SMG, as the personal Risk is still less than or equal too Medium High.

The median speed just west of Farrells Rd is 78.8 and the 85%ile speed is 90.4. Therefore, once again a PSL of 60kmh is completely inappropriate, doesn't comply with either the SMG or the SSL rule, will not be complied with by most drivers and reduces PSL credibility across the network. The PSL must remain at 80kmh.

Turners Rd - Like Guthries Rd, this road has two distinct sections; a rural village like section near Marshlands Rd and a much sparser, quieter rural section to the east. Therefore to be effective two speed limits are recommended.

This rural ONRC class 3 secondary collector road has a Low Personal and collective Risk profile and a Medium IRR. However speed data suggests two distinct perceptions of the road in the two sections described above. At the Marshland end the median speed was 59.8 and 85%ile 72.7, while closer to Spencerville Rd the median speed is 73.1 and the 85%ile speed of 84.6.

The clear solution is a 60kmh PSL around the rural village in accordance with the SMG and returning to the current 80kmh PSL on the remainder of the road, offering consistency with Spencerville Rd, in accordance with the SMG.

A blanket 60kmh PSL is not the solution and must not be implemented.

Lower Styx Rd - While Lower Styx road is largely untouched by the SMP (except from the short 60kmh section near Marshland Rd which is not unreasonable given the side impact risk from Prestons subdivision and road alignment near there) I have included an analysis on this road to illustrate how unreasonable and inconsistent some of the proposed PSL in the SMP are.

This road is an ONRC Class 2 rural arterial road with Medium personal and collective risk profiles, a Low Medium IRR and a median operating speed of 78.5kmh and an 85%ile speed of 87.5kmh. The SMG indicates the current 80kmh is a safe and appropriate speed for this road.

It has comparable safety metrics to the east of Turners Rd, Spencerville Rd, Kainga Rd (rural section), Quaid's Rd, Racliffe Rd, Belfast Rd, south end of Guthries Rd, Main North and Main North Rd west of Marshland Rd. Yet the SMP does not suggest the same PSL for these roads. This inconsistency clearly indicates that the proposed speed limits are not safe *and* appropriate, and that the SMP in its current format is flawed deeply, failing to meet the requirements of the SMG and the SSL rule.

Prestons Rd between Te Rito St and Rothesay Rd - this section of Urban road is not addressed in the current SMP, however analysis suggests the speed limit is currently set too low.

This road is an ONRC Class 2 Urban arterial road with a Medium personal risk (Low past Waitikiri Dr south) and Medium high collective risk (Low Medium south of Waitikiri Dr), with a Low Urban IRR. Operating speed data suggests a median speed of 58.7 and an 86%ile speed of 65.9. Anecdotal evidence and experience suggests this data is accurate with close to zero compliance on this stretch of road.

According to the SMG, the PSL should be 60kmh for this stretch of road, with a return to 60kmh just north of Rothesay Rd. This will add credibility with zero impact on safety, as studies show that operating speed is based on road user risk perception (in this case accurate perception as speed data matches closely with SMG safe and appropriate speeds).

Mairehau Rd - Once a rural road, this section is now functionally an urban road, being inside the Stats NZ urban boundary, largely zoned residential now with further construction

being completed imminently, largely urban commuter traffic, several businesses along the road and an increase in cycle and foot traffic.

It is difficult to classify this road as no vehicle count data is available for this stretch of road. However intuition suggest an ONRC Class 2 arterial urban road. It has Medium personal and collective risk profiles, and a Medium rural, Low Medium Urban IRR (IRR depends on adjacent zoning rather than road type)

Based on the SMG, 60kmh is a safe and appropriate speed. Additional treatments may be required to promote adherence to the PSL initially.

Revised SMP Map on Next Page

Revised SMP Map



Appendix A:

Traffic Flow - 19500vpd

Mean Speed hoped to be dropped by 10kmh by new PSL, resulting in an increase travel time between Chaney's Offramp and Prestons Rd by about 50 seconds:

$$5500\text{m}/19.44\text{m/s} = 283\text{s}$$

$$5500\text{m}/16.67\text{m/s} = 330\text{s}$$

$$330-283 = 47\text{s}$$

$$(47\text{s} * 19500\text{vpd}) / (60 \text{ seconds} * 60 \text{ minutes}) = 254.6 \text{ hours per day lost on average}$$

$$254.6 \text{ hours} * 365 \text{ days} = 92,923 \text{ hours a year lost}$$

Productivity average:

$$92,923 * \$20/\text{h} = \$1.86 \text{ million dollars a year.}$$