

Submission ID	Areas	Optional Road name(s):	Comments	Name	Name of organisation
19543	All Areas		<p>The speed limit on these roads which I use a lot are self policed.</p> <p>The Geebies Pass Road inparticular that I have house on it is impossible to exceed exiting limits, no need to change, why create a problem that does not exist.</p> <p>The Police do not have the resourses to police it. The hoons on Friday and Saturday night seldom get dosrupted by a Police visit. They leave rubbish and burn out marks on the road almost every weekend night in the summer.</p>	Dave Diggs	Centrepont
19950	All Areas	Summit Road, Akaroa and Eastern Bays should be included in this reveiw.	<p>Spokes fully supports reductions in the posted limits to manageable speeds. Slower speeds are more forgiving of mistakes. Drivers need to understand that sharing the road means not injuring or killing vulnerable road users. Along with speed reductions share the road signage and an education campaign are required.</p> <p>All road users deserve the opportunity to use roads with confidence that infrastructure and speed limits address their needs. Fit for purpose cycling infrastructure is too often missing even clean wide paved road edges are too often intermittent or non-existent. Lowering speeds is clearly called for.</p> <p>Please include Summit Road above Akaroa and the Eastern Bays in this review.</p>	Dirk De Lu	Spokes Canterbury
19280	All Areas		<p>Given the extremely winding and narrow roads on most of Bank Peninsula and the tourism potential Spokes Canterbury would like the legal speed limit default of Banks Peninsula to be 80kph or even 60 kph. There will be some exceptions where the road is straight and has sufficient width but these should be signed separately.</p> <p>Traffic can not move at the currently posted speed limits in a safe manner so it is inappropriate to have a higher speed limit.</p>	Don Babe	Spokes Canterbury
19991	All Areas		I fully support the proposed speed limits throughout the area	Paul Ensor	
19977	All Areas		What is the actual reason for these changes? Is it because of high accident rates? If so please provide the relevant information. The reasoning put forward for the changes seem quite spurious. No one can add to the consultation without knowing what the reasoning is behind the proposal. Change for the sake of change is not an acceptable reason.	Sandra Johnstone	

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19971	All Areas		I see no reason to slow traffic down in the said areas. The present speed limits work for the road conditions. The accidents are caused by people breaking the present limits. The problems is there needs to be better policing of the present speed limits. By reducing the speeds you are still not going to stop the ones who break the limits. At best reducing the speed will only make criminals out of honest drivers. If the speeds cant be policed now. How can they be policed even more with reduced limits. Instead of reducing the present limits put your resoures into better policing the present limits as well as the road worthiness of vehicles on the road.	Ewan miller	
19968	All Areas		As a cyclist, runner and driver I'm passionate in my report that the current speed limits are absolutely ridiculously too fast for the narrow winding roads which are often steep with severe drop offs. Having friends who have attended serious crashes and knowing how vulnerable one is on a bike or running with vehicles closing at 200 km/h it seems crazy that it has taken this long for people with power (elected members) this long in 2018 to show some leadership and make our Banks Peninsula roads calmer and nicer to be on. My recommendation is for many roads to be 50 km/h and max 70 km/h. The time differential between most journeys is neglible in the context of a better environment to live in. Lets stop the Formula 1 style approach of some current driving attitudes and truely make our roads awesome for MTB, road bikes, e bikes, runners, people on horses, kids riding to school etc etc.	Martin Lukes	
19965	All Areas	Rothesay Road ,Tumara Park.	Hi just putting my input forward to you People.I have lived in this area for over 10 years and the traffic down this road between the roundabouts is getting terrible and Fast as they Drag each other between the mention roundabouts.Also being a resident of 28 sometimes turning into the driveway as other neighbors have experienced cars up our behinds even honking their horns at us. What can be Done?well I know money and time is a big thing but even a speed bump ,even a couple of road signs warning drivers that residents are turning into their driveways ,I know Speed cameras are expensive but with school buses and children up and down this road I and others would like to see something done.Thanking you for your Time,Regards Garry Champion	Garry Champion	
19963	All Areas		Please don't lower the speed limits. Thanks.	Justin Mcmillan	
19956	All Areas		Changing speed limits does not change driving limits or people's attitudes towards how they drive. More needs to de done with driver training. Changing speed limits is just putting a band aid on the real issue	Matt Richards	
19954	All Areas		Have you thought about average speed cameras if there are any stretches of road that could be suitable for this. They are very effective.	Mairi Mckendry	

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19949	All Areas		Keep as it is now please	Netta Melamed	
19937	All Areas		Speed limit changes are unnecessary. The dropped limits to 80 around Lincoln have caused more issues as no many many obey them. More people using phones instead of looking at the road. More policing is what is required not lower limits.	Keith Morgan	
19935	All Areas		If you are going to reduce speed limits please standardise. I.e. a consistent speed. Driving to Hanmer now is a complete brain fk... 100, 80, 100, 80... am I going the speed limit? No idea... ridiculous.	Steph Bloxham	
19934	All Areas		I am against all proposed speed limit changes. Changing the category of these roads is unnecessary.	Edward Hughes	
19929	All Areas		Nanny state, ridiculous. Sort the tourist driving and problem solved	David Annan	
19927	All Areas		Do not touch the speed limits. I will not obey any changes you make they are ludicrous	Gary Edwards	
19926	All Areas		It is a shame that we must cater to the lowest common denominator. Gebbies Pass in particular is a lovely road to ride along. In the right conditions, stretches of it can undoubtedly be negotiated safely at the national speed limit. It might help your cause to provide some evidence that reducing limits actually reduces the frequency and severity of accidents on roads such as this. My own experience is that those who drive at 120 because "I'm rich and have a big car", or "I'm 17 and think I'm Michael Schumacher", or "I'm tripping balls and think I can fly" will continue to take no notice of any limit. I realise it's much more expensive but please consider enforcing the existing limits before introducing new ones. For example, every day on my commute home at least 50% of the vehicles on Harewood and Fendalton Road are nudging 65 km/h. Without any consistent and meaningful enforcement, the whole matter is a frustrating farce. But sure, if you think it will make a difference, go ahead. Just be sure to actually put up some signs, including repeaters, so we can actually tell what the limit is (unlike in the central city).	A A	
19925	All Areas		i think that they should not change the speed limit to the proposed speed because lots of people use the roads every day and people would add significant time to a daily trip to town, especially on the school bus. i think it could cause a lot more crashes because people will get frustrated and make dumb choices.	Corbin Bennett	
19922	All Areas		Leave the speed limits as they are	Warren Farrow	
19921	All Areas		What is the problem? Appropriate speed limits are already in place for built-up areas. If these areas have been extended since the speed limits were set, by all means adjust them. But leave the rest of it alone. In fact, lowering speed limits unnecessarily will create safety hazards as drivers proceeding at perfectly safe speeds are likely to become frustrated by vehicles travelling at unnecessarily low legal speeds. Leave well enough alone, except for built up areas.	Rex Harrison	

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19918	All Areas		No change to all.	Bradley Mannering	
19912	All Areas		I am in full support of the proposed speed limit reductions across all of the Banks Peninsula roads. I am an avid cyclist but the roads are generally narrow and winding with minimal shoulders to ride in. Growing vehicle use has led to many safety concerns and near misses for cyclists & pedestrians. This roading improvement will also assist access, recreation and non-motorised activity across Banks Peninsula.	Jeremy Murray-Orr	
19911	All Areas		<p>"To improve safety and provide consistency across the roading network in Banks Peninsula" this statement seems very broad and lacking details. There are no details on why the specific roads have been targeted under there detailed section, and why the proposed speed limits have been selected. Setting speed limits based on consistency rather than specific studies and requirement of each road section seems unnecessary and lazy.</p> <p>I ride many of these roads for pleasure and have not thought any of them have too high a speed limit. Limiting speeds where it is unnecessary will often cause frustration and traffic congestion. Not a good state of mind for road users to be in if it is un-warranted. Promoting the use of Banks Peninsula area by good travel times would help not hinder higher use and trade to the area. Bogging down users with speed restrictions that are not required would not benefit the economy of the Peninsula.</p> <p>Repairing and maintaining the roads in a better and safer condition would promote safer travel and increase visitors to the area far better than reductions in speed limits that are not required.</p>	Alastair Clark	
19910	All Areas		I have no issue with a proposed speed limit decrease on roads passing through settlements but I believe it would severely impact travel times if open roads were decreased from 100km	Michael Bonney	
19907	All Areas		<p>Absolutely 100% against reductions. There is no benefit to be had. Frustration levels will reach all time highs. More policing of bad/uneducated/irresponsible drivers is needed not a blanket reduction that will negatively impact good n competent drivers. Why do we have to cater to the lowest common denominator all the time!?</p> <p>Am angry n concerned with this proposal</p>	Shane Doug	
19906	All Areas		Leave the speed limits alone, they are fine. All it will do is create drivers who travel slow now, to be slower causing more frustration and possibly more crashes.	Karl Soulos	

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19903	All Areas		<p>I don't believe a speed change is necessary, and that there is not enough statistical data to support these potential changes.</p> <p>I also believe, it would be unwise to make so many speed changes as it would become overly complicated and could be viewed as a revenue gathering opportunity and not necessarily a safety focus and I also believe that big changes like this should not be undertaken hastily.</p>	Tania Bennett	
19898	All Areas		<p>There is no evidence to suggest that a speed limit change will improve safety and consistency, a reduction is more likely to cause frustration, creating an environment for bad decision making and increased stress. I also feel our area will be the target of revenue gathering after these changes are made.</p>	Elizabeth Martin	
19892	All Areas		<p>while I applaud your efforts to make the roads safer, reduction in speed is not the answer, it will only lead to massive commute time increase, loss of quality family time and raise in stress levels. it will also do very little to reduce the number of accidents, most of which are caused by distractions and poor driving ability.</p> <p>what will help is an improvement of road quality, ensuring up keep of the surface, cleaning of oil and fuel spills and the like. increasing the number of slow vehicle bays to improve traffic flow and reduce driver frustration.</p> <p>so far in the last several years we have seen a large national road safety campaign on speed related to accidents, in this time we have seen some of the highest death tolls in decades. this high lights the incorrect focus of the road safety management. remember that the current speeds where set when cars had poor handling, brakes and little to no safety features. modern cars are far safer with airbags, ABS and suspension that isn't two planks of wood. the change has been driver ability and driver focus. cell phones, radios and general lack of driver training account for far larger numbers than speed.</p> <p>so it with all of that in mind that I implore you to leave the speeds at they stand.</p>	lytton Volante	
19890	All Areas		<p>Leave them alone. Fix the roads first. Stop wasting our money.</p>	John Thacker	
19888	All Areas		<p>Leave the limits alone. Spend this time and money on roading. Stop dreaming up shit jobs for someone to feel important. Stop wasting money on public stunts to get fake results.</p>	Blair c	
19887	All Areas		<p>Leave them as they are as a motorcyclist slower speeds make for harder riding particularly in the corners.</p>	Murray Wise	

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19879	All Areas		After looking at the new proposed speed changes I would like to agree with the changes. The areas in question are very popular tourist spots so lowering the limits should help reduce the amount of speed related accidents. These areas are also very popular roads for cycling so the speed reductions should also help reduce speed related accidents.	Malcolm Pearce	
19873	All Areas		Good but should go further. Speed limits should be appropriate to the section of road. It's nuts that the road from Hilltop to Okains Bay isnt more heavily restricted. Too fast at present	Simon Anderson	
19867	All Areas		<p>Strongly supportive of proposals to reduce posted limits to manageable speeds; even shaving a few kmh's off the mean travel speeds (typically seen when only posted limits are changed) will have a significant effect on deaths and injuries. To reduce observed speeds even further, consider the ability to remove centrelines where possible.</p> <p>One busy route that seems to be missing from this list is the Summit Rd above Akaroa and the other eastern bays. The route is very winding, there have been a number of crashes along here, and the volumes are higher than many of the other roads being looked at. So I would have thought that at most an 80km/h limit would be appropriate along this section.</p>	Glen Koorey	

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19863	All Areas		<p>Justification - as far as I can see there is little justification for this change. The speed limits have been at least as high as they currently are for many years, and there is no record of excessive accidents. For this reason things should be left as they are. If it ain't broke, don't fix it...</p> <p>Mandate - the council has no mandate to carry out these changes, which have appeared from nowhere. Any such changes will cause significant inconvenience for local residents who have to use these roads on a daily basis, and so any changes should only be made with the agreement of this local population. There is no imperative to make these changes, so to obtain the consent of those most affected a simple question should be put to residents during the next council elections in a local referendum - 'Do you wish speed limits in your local area to remain as they currently are (Yes/No)?' Only if a majority of voters support change should any be made. Holding a local referendum at the time of the next council elections would be cheap and allow many more citizens to have their views heard than via the current consultation process, which is widely acknowledged as being a poor way of obtaining feedback from most people.</p> <p>Worsened situation - significantly reducing the speed limit on the main commuting arteries of the area could actually have an adverse effect on safety. Between Lyttelton and Diamond Harbour, for example, there are few opportunities for overtaking and reducing overall speeds will result in more frequent bunching of traffic making overtaking in these stretches more difficult (especially as these stretches of road will themselves be subject to significant speed limit reductions). This will result in much frustration, and potentially more marginal calls and dangerous overtaking manoeuvres.</p>	Ian Mandley	
19860	All Areas		The speed limits change will help make those roads safer for everyone.	Tim Huber	
19858	All Areas		I support all the proposed changes. As a cyclist it is far more safe if traffic is moving slower on these busy and narrow roads.	Grant O'Brien	

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19857	All Areas		Road conditions vary in NZ, a lot. It's the requirement of the driver to drive to those conditions. If we choose the path of varying speed limits based on "micro-locations" we get into a situation where driver responsibility is removed. I'd suggest that most drivers on the stretches suggested as restricted, know they need to slow down. Those that don't wish to slow down won't and won't be affected by a (by)law. So, ABSOLUTELY NO, we don't want NZ broken up in to a myriad of slow zones, that are essentially non-policeable. Not a good idea at all. Driver education remains the best tool, that we have yet to even consider. cheers Lawrence Smith	Lawrence Smith	
19839	All Areas		Why don't we have Someone walk in front of our cars holding a flag that seems to be the way your heading	Andrew Dower	
19811	All Areas		Any reduction of speed limits on winding narrow roads makes sound safety sense. Also provides tourists with a better indication of the speed they can safely achieve on our trickiest roads.	Shaun Boshier	
19805	All Areas		There are no safety issues with the current speed limits in all of the areas listed. There is no safety or injury or accident or traffic congestion data that supports reducing the current speed limits. There are no factual grounds or reasons to change any of the current speed limits. The real issues are the number of driver who cut blind corners, and cyclists who do not cycle in a single file on the hill roads with no room for cyclists and vehicles together, and slow drivers who do not pull over into passing bays.	Bruce Glennie	
19744	All Areas		Just causes absolute confusion when on the roads. Drivers can forget what speed limit areas are because there would be so many. A speed limit is not a target. Most people would drive to the conditions.	Matthew Croton	
19673	All Areas	Wharf Road Pigeon Bay	Wharf Road Pigeon Bay is narrow particularly from the bridge to the boat club. There is a large amount of walkers including children that use this road. There are no foot paths or verges wide enough to use as a footpath, as a result this is very much a "shared space". Over time the traffic on this road has built up. Tourists frequently visit the bay and are not accustomed to small, narrow roads with limited visibility. There has been a number of near misses and indeed several accidents. One of which involved an evacuation with the Westpac rescue helicopter. I would urge Council to change the speed limit of this road from the bridge to the boat club from 50 km/hour to 30 km/hour.	Vincent Luisetti	

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19621	All Areas		I feel this project is a total waste of ratepayers money trying to fix a problem that doesn't exist. The local communities are crying out to just have regular maintainance done. This being done would in its self contribute to a safer and happier community. My question to the council is how many deaths and serious injuries have there been directly attributed to the current speed restrictions have there been in the last ten years unless the answer is significant then you are proposing to spend a significant amount of money on a problem that doesn't exist	Brendon Woods	
19615	All Areas		<p>I commute into Chch most days and due to the nature of my work this can be at any time of day.</p> <p>I strongly oppose reducing the speed limits as proposed as I think they will make the roads less safe, rather than more safe. When driving to the conditions the existing limits are perfectly adequate. Accidents and bad driving occur when people either ignore the conditions of the speed limits. Changing the limits will not improve bad driver behaviour, lowering speed limits will merely frustrate good drivers by lengthening their commute unnecessarily and encourage them to take risks and break the new law.</p> <p>In the strong belief that this proposal will not increase safety I would suggest policing and enforcing the current limits as an option far more likely to succeed. I have seen a driver exceed 150kmh on the Tesdington straight. Putting up a sign saying 80k will not make home drive slower or safer. I witnessed an accident when a young man crossed the centre line and drove into the bank on the opposite side of the road just south of Governors Bay. He was stoned and speeding, a different sign would not have made a difference. Please consider how to apply what already exists rather than creating something new that is not necessary.</p>	Ross Denton	
19604	All Areas		I think the present limits and their associated conditions are appropriate and should not be changed.	geoff scholes	
19594	All Areas		<p>I am not in support of these proposed speed limit changes. Unnecessary lowering the speeds on these rural roads just for the sake of regulation - doing this will highly effect travel times for commuting who know the roads well and likely will end up becoming frustrated and overtake slower vehicles anyway causing more risk to all parties. These are not city roads.</p> <p>The majority of tourists and non-locals already drive at a a much lower speed than the current limit. 100kph is the limit, not the goal. People driving this route for fun i.e. motorbikes are going to speed no matter what and slowing the rest of the traffic down will increase relative speed which is known to be the main cause of accidents.</p> <p>I'd like to see the evidence that a lower limit will increase safety. As far as I am aware none of these roads are high risk areas.</p>	Rob Whitley	

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19512	All Areas		Basically we get drivers driving below the proposed speeds already. Reducing further will create traffic build ups and congestion on our COUNTRY roads. We are not Suburbs of Christchurch. The biggest problem with these areas are lack of maintenance and good reading. We see the Council spending millions on cycle lanes but spending no money on our roads, just pot hole repair after repair... there is NO forward planning for our roads. I'm not sure how we get down to 60-30 kms in our rural areas when there are 60 kms limits within the City and built up areas full of housing. My personal belief is that this is another attempt for the cycle pushing council to get more cyclists on country roads which are dangerous at any speed. As for roads like Bayview Road, Andersons and Hunters Roads these roads have been ruined by Council allowing new driveways encroach into the existing roads and makeshift bunds all along the roads. More subdivisions have been approved without forethought of infrastructure especially reading. Bayview Road used to be a reasonable road, now it's a goat track. These are the reasons why you think you need to alter the road limits. The speed limits as they are are fine and most people will drive to the conditions. Just because you change the speed limits doesn't make the roads safer.	Dave Hughey	
19458	All Areas		I support that the speed limit on all the roads in the document be the "proposed speed limit"	Brian Reid	
19453	All Areas		I fully support the lower speed limits for safety reasons and to reduce noise.	Daryl Warnock	
19451	All Areas		<p>Leave them as they are. Stop meddling with what works and concentrate on fixing the roads.</p> <p>I cannot believe that anyone would consider 30 kms around Diamond Harbour. No one I've followed drives in the city at 30 so it's just a waste of time and money. Drop to 60 kms and everyone drives at 40. It's pathetic it really is. The kiwi road is an absolute joke and there's been more accidents on it since the limit was dropped to 60.</p>	Linda Hughey	

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19447	All Areas		There is nothing wrong with the current open road speeds, I learned to drive on those roads and after 15yrs of driving them iv never had an issue with the roads. My friends and I drive these roads for an escape and 80k is a comfortable cruising speed in anything made after 1970. Anyone who isn't capable of driving at a speed that is safe for their skill level is going to drive off the road regardless of the posted limit and everyone else will ignore any speed limit decreases. This nanny nation mindset is getting ridiculous, our cars are safer and faster and speed limits are dropping. Its sad that everyone is being asked to drive at a speed the incompetent drivers with cereal box licences feel safe with... they could just pull over and let people pass if they want to do 30k. As it is, dyers pass is 60k and you still find people on nice days doing half that, yet they dont pull over and it's now illegal to pass them even though their are several areas that it's safe to pass a car that's going slower then a cyclist. Please stop ruining our hills and taking away the responsibility of drivers to read the road.	Vanessa Nikolaidis	
19441	All Areas		The 100 kph speed limit is too blanket an approach. Winding roads need much slower limits. ..The slow down for the curve speed signs are fine, but in between it is too fast. More people in NZ means more people on the roads, means we need a lower speed limit on these windy country roads.	Yvonne Curtis	
19434	All Areas		Strongly oppose speed limit reduction, I grew up in Diamond Harbour and travelled to town daily with no issues. My family all still live over there ad so I use the road a lot, with no issues. This will cause huge inconvenience to residents who work in town.	Jacqui Baars	
19398	All Areas		In general I support lower speed limits particularly on narrow winding roads. My personal experience is largely in the inner harbour roads as a moterists and at times a cyclist. I often find that the perception of a higher speedlimit on these roads leads other moterist to behave in a reckless manor, and particularly leads to tailgating and passing dangerously. I am probably less familiar with these roads as I do not travel them every day, but I think I am more aware of the risk of coming around a corner and finding both a cyclist and an oncoming car with little room or time to manoeuvre. The speed changes are very reasonable and reflect the maximum speed I have ever been comfortable driving on these routes. I am less familiar with the other roads on the list, but if the same process has been applied then they are likely thoughtful and reasonable speed limits	Matthew Hanson	
19397	All Areas		I fully support all proposed speed reductions. I believe that the current limits on these roads are too fast, making them too dangerous for all other road users.	Christian Wengler	

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19388	All Areas		<p>I am writing in support of the speed limits proposed in this review. Banks Peninsular features many narrow winding roads where it is not possible to travel safely at 100 km/h. Reducing the speed limits will indicate to all drivers, especially those who are not familiar with the area, the maximum speed level that is appropriate in different areas.</p> <p>Given that the main route from Christchurch to Akaroa has not been included in this review, there is negligible effect on travel times for regular commuters.</p> <p>I particularly want to show support for the reductions to 50 km/h or lower in populated areas, such as Little Akaloa and along the waterfront in Akaroa. These are busy areas, especially over summer, with many families and visitors. Reducing the speed of vehicles will not only improve safety but will make these areas more pleasant for pedestrians and other road users.</p>	Arthur McGregor	
19383	All Areas		I support the proposed speed reductions.	Andrew Mercer	
19262	All Areas	State highway 1	<p>I have witnessed many near misses and aggression from drivers along the Cooptown stretch, it would be amazing to have the speed limit from entering Little River to the corner going uphill at Cooptown at 60 km's all the way. There are homes, businesses, Marae, all that stretch. Many people have horses and too scary to ride there.</p> <p>It's very picturesque and tourists drive slowly anyway to enjoy the trees, view, etc.</p> <p>Please do it.</p> <p>I agree with all the other changes too.</p>	Bridget Bucknell	

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19260	All Areas		<p>Other than very built up residential roads where due to safety concerns speed limits should be restricted, I simply cant see the point of what is yet more bureaucracy and regulation.</p> <p>Is their significant data to support a hypothesis that the posted speed limits are excessive and are leading to vehicle accidents, if so, where are these figures, or is this just yet another knee jerk over reaction?</p> <p>The vehicle accidents that we see in the area are generally caused by driver error.</p> <p>Driving on the wrong side of the road incidents are VERY COMMON, as are driver inattention incidents.</p> <p>Rather than spend time and public money on yet more regulation that will in my mind have absolutely no effect on safety outcomes, money spent of additional areas to pull over (that are sealed) and passing lanes (of which we are desperately short), money spent on safety barriers, on signage to inform drivers to stay on the left, signage to inform drivers slow drivers to pull over and let other vehicles pass, signage to inform drivers that if they wish to take a photo that they need to find somewhere to pull over RATHER than to just stop in the middle of the lane, actions such as the above WILL have a positive effect on road safety, anything else is I suggest just a total waste of time and resources and will not actually achieve anything other than to have more regulations on the books.</p> <p>Changing a road sign wont change driver behaviour in the most cases, there is understandably inadequate resources to police compliance, so all we end up with is the possibility of yet more infringement notices for "petty" infringements.</p> <p>Let the facts speak for themselves, where are the statistics re vehicle accidents for the area identifying that excessive speed on these roads is the main cause of vehicle incidents?</p> <p>Driving to the conditions is the answer, there is no way council can regulate common sense!</p>	Kerry Sixtus	
19245	All Areas		I agree with all the proposals of reducing the speed limits but would also like to see more enforcement on the roads for existing laws such as stop signs and speeding.	Paul Rice	
19223	All Areas		Lowering the speed limit is a waste of time and money, I drive those areas quite often and most people don't even do the current speed limit, speed alone isn't the problem, one of the safest roads in the world has no speed limit (the autobahn) the real problem is bad driving and poor road conditions, eg... narrow single lane roads with no median barriers.	jason marley	
19210	All Areas		I support the proposed speed reduction initiatives on all roads shown. I do however believe that speed restrictions alone are not sufficient - there needs to be more active enforcement of the limits and also cameras and other disincentives for people speeding.	Paul Williams	

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19208	All Areas		I've used a large number of these roads over the last year and found no issues with the speed limits on any of them. The existing limits all seem perfectly sensible for the level of traffic, and tightness/state of the road. As with anywhere else it is up the driver to choose a safe speed (up to the limit of course) and I believe the new limits will be excessively restrictive.	Vaughan Brook	
19206	All Areas		As usual the CCC will spend rate payers money and accomplish nothing! You have and will fail to stop the antisocial behavior of the few for the benefit of the many. I challenge the CCC TO PROVE ME WRONG!	David Nuttall	
19205	All Areas		You're proposed lowering of speed limits is counterintuitive. Lowering speed limits will not stop certain people speeding. You will create a dangerous environment where frustration towards the new 'slow' speed limits will cause certain drivers to potentially make dangerous manoeuvres on roads you are trying to make safer. If you want to make roads safer, instead of tailor making laws for poor drivers, try to ensure drivers on New Zealand roads are more equipped to drive safely on roads.	Caleb Schiphorst	
19204	All Areas		Can the CCC not leave speed judgements to the motorist? Why is this necessary? Seems like a waste of police time and resources.	Harry Davies	
19203	All Areas		Unnecessary, people drive at a safe speed regardless of the speed limit. You're just looking for additional revenue.	Ben Rumsey	
19202	All Areas		Don't reduce the speed limits. This punishes all the drivers rather than just the ones need to slow down. The current speed limits are appropriate. Instead focus on non-speed limit related methods to make the roads safer such as signage and clear lines of sight.	Zac Porter	
19201	All Areas		In the past when montring of speeding has been looked at the police found that only one out of all 20 odd people caught speeding or driving in a inappropriate manner were 'boy racers' the rest were locals. Some areas and roads could receive a lower speed limit but blanket bans make little sense.	Simon Summerfield	
19200	All Areas		Dropping speed limits is a pathetic attempt to save money with a stop gap solution. Fix and upgrade the roads in question. Dropping the speed limit will not stop people dying, it will just help the council no longer feel responsible for letting people down and getting them killed through negligent city management.	Jacob Dawson	
19199	All Areas		Dropping the speed limit is the modern councils admittance of failure. Failure to prepare drivers for the conditions. Failure to maintain the roads to an acceptable quality and failure to control any frowned Apon behavior. Punishing the community because of your incompetency. Install speed cameras, use active policing, maintain the roads to the condition required. Don't half ass yet another one of your unaccountable responsibilites	Connen Boston	

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19179	All Areas		<p>I would like to know the specific reasons and evidence why these changes are being proposed as it appears to make no sense. I live in Diamond Harbour and travel to the CBD to work daily and the proposed reductions will almost double my commute time. The recent reduction in speed and adding yellow lines on Dyers Pass road doesn't seem to have reduced accidents (there have been 2 cars seen off the road this past week already)</p> <p>The reduction in busses from Lyttelton with bike access has further reduced my ability to commute by public transport. Spend the money on maintaining the poor state of roads, pulling in places and pedestrians areas on the Peninsula instead. We seem to be the forgotten suburbs in terms of services and maintenance, spend the money on maintaining the infrastructure and services already here.</p> <p>Finally, CCC why are you proposing multi speed reductions, is it so that once you've received all the submissions you can suggest a single speed reduction and then promote you've listened to the public?</p>	Steve Kinnings	
19112	All Areas	Most other Council roads on Banks Peninsula	<p>All the proposals up for discussion seem to be reasonable. However, the elephant in the room for the Banks Peninsula area is the underlying rural speed limit of 100 km/h.</p> <p>Many of the Council roads shown green on the City Speed Limits Bylaw map, (attached), are actually built to a significantly lower geometric and safety standard than the roads that are up for discussion, and also many those roads that presently have a lower than 100 km/h limit. To many, if not most, drivers, passing through a small urban area with a limit of, say, 50 km/h, it appears somewhat foolish to be confronted with a speed limit of 100 km/h when leaving the built-up area, where there may be additional road features, e.g. footpaths, street lighting, etc, and travelling on to a road built to a much lower standard, typically with narrow usable roadway, no lighting, limited delineation, perhaps deep roadside drainage, etc.</p> <p>I am familiar with the existing legislation and the underlying principles behind speed limit setting in New Zealand. However in the case of Banks Peninsula it does, (and has done for some time), give a very mixed message to drivers.</p> <p>Does the Council have any plans to undertake a realistic programme of speed zoning on all the roads in the Banks Peninsula area? The issue also exists in the areas of the City on the plains, but the issues in these areas are less significant.</p> <p>The roads that are State highways also have the same issue, but these are an NZTA issue</p>	Geoff Holland	

Submission ID	Areas	Optional Road name(s):	Comments	Name	Name of organisation
19976	All Areas	Governors Bay-Teddington Road	<p>Thank you for accepting my submission. I agree in the main with the road speed changes proposed. I accept that imposition of safe and appropriate speeds on our roads will reduce DSI risks. I do not accept that there is clear evidence for all of the proposed road speed changes - the standard business case approach required by the NZTA for co-funded road investment demands that problems are clearly evidenced and benefits identified with supporting measures to achieve prioritisation for funding. The roll out of speed management needs to be targeted based on clear evidence. The Council needs to provide that evidence in support of it's recommended changes; it has not done so with this speed limit review for Banks Peninsula. The Council should provide the KiwiRap and DSI risk profiles for the affected roads - I would estimate that the risk is low or not calculated for many of the targeted roads. I would therefore question the Council - what evidence are you relying on to support these proposed speed changes? How does the quality of the road infrastructure affect risk, and where is the analysis that investment in the roads and roadsides could have an equal or better impact on DSI risk? In specific response to the proposed speed changes:</p> <p>Governors Bay-Teddington Road (change point* at start of Teddington Straight)- Charteris Bay Rd (above Manor Farm), including Gebbies Pass Rd intersection, and Charteris Bay Rd (above Manor Farm)- Marine Dr (existing change point*)</p> <p>These roads combined offer an important pressure relief passing option for road users by allowing low risk overtaking along the approximately 3.5 km of roadway involved. There are relatively few DSI on this entire stretch and there appears to be no rationale for reducing the speed on this long straight road which provides good visibility. The proposal to reduce speed from 100kph to 80kph is not appropriate and would result only in increased speed infringement opportunities for Police. Improved controls and layout are required at the Foleys Road junction.</p> <p>The same arguments could be made for Gebbies Pass Road (straights) and Millars Road which are long and straight in the main. Governors Bay- Teddington Rd (Ohinetahi- to above Allandale Lane), and Governors Bay- Teddington Road (Above Allandale Lane-start of Teddington Straight)</p> <p>I oppose the reduction in speed for these sections of road - they are largely self-enforcing at the current speed limits, and an appropriate speed would be 70kph.</p> <p>Camp Bay Rd (existing change point* to Camp Bay)</p> <p>The proposal is warranted, but a safe and appropriate speed for the gravel section of this road would be 30kph. I know of cars that have left this road a low speed, and fortunately there have been few DSI.</p> <p>I support the 30kph proposal for inner Diamond Harbour and Charteris Bay areas, and Akaroa Beech Road.</p>	Pete Simpson	
19186	All Areas		There is no need for any changes. Stop wasting my taxes thanks	Andrew Bannock	
19909	All areas		leave it the way it is , keep tourists off it , that drive on incorrect side of the road	roger sell	
19859	All areas		<p>My brother was killed in January in a motorbike crash coming into Barry's bay while trying to overtake a campervan.</p> <p>I believe changing speed limits will only add to driver frustration and is a slap dash approach to a bigger problem. We need double yellow lines around most if not all the corners and A LOT more passing lanes. There are so many campervans busses etc that use those roads on a regular basis. People stopping in dangerous spots to take pictures too. We need pull off sections for people to be able to stop</p>	Jade Wilkinson	
19607	All Areas,French Farm and Wainui Route		Wainui main road should be dropped to 80 kph. 60 kph is far to slow. Tikao rd should be 50kph. the rest i agree with. In general comments i would like to see consistently either 80 kph or 50 kph.	warren walker	

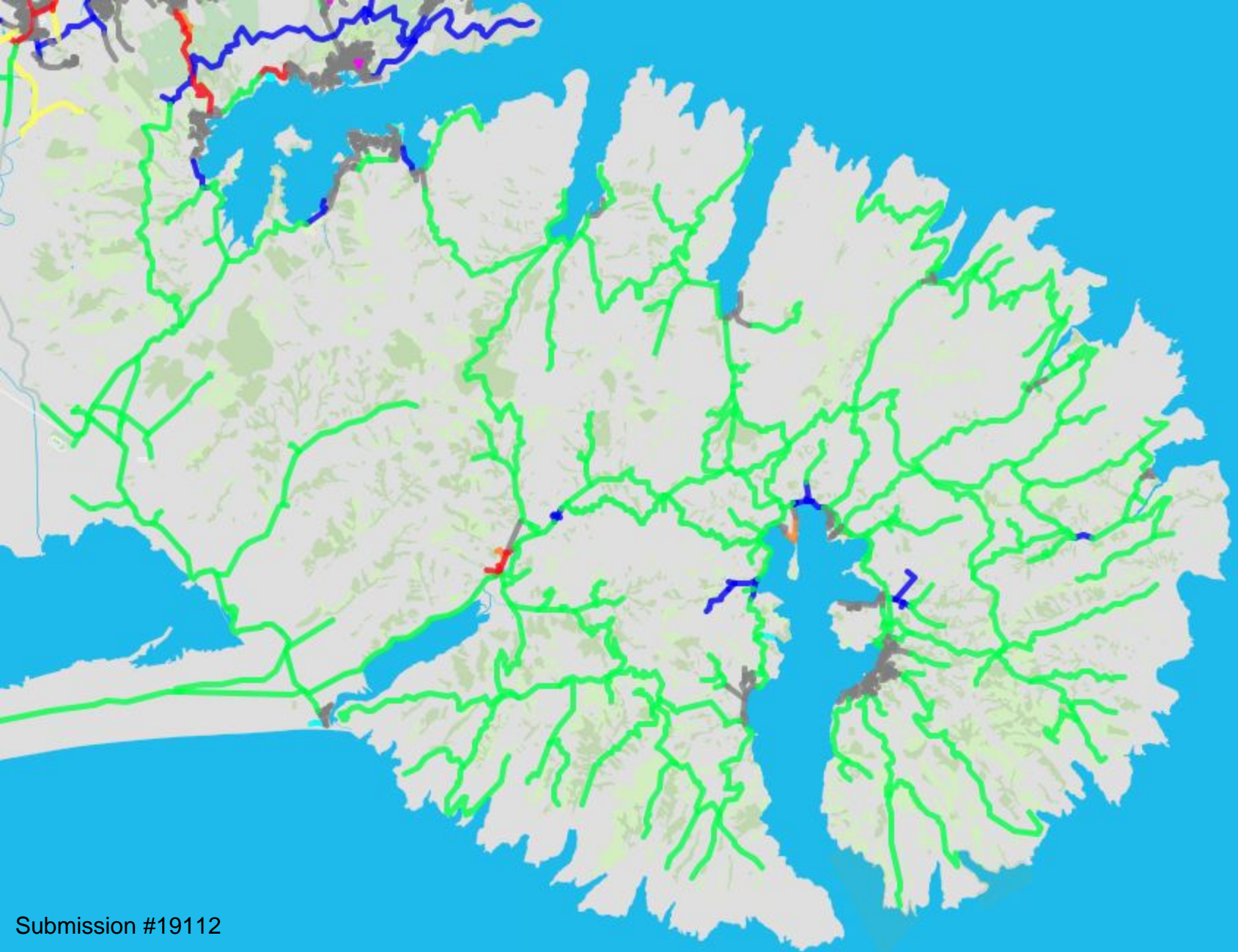
Submission ID	Areas	Optional Road name(s):	Comments	Name	Name of organisation
19915	All Areas,Gebbies Pass and Gebbies Valley,Akaroa		<p>I have no concern about reducing speed limits on some of the nominated roads, however my main concern is that this creates 7 differing speed limits.</p> <p>While I understand that some are far and wide from others but built up areas need to be one speed i.e. 50kph and let the traffic of the day dictate the lower speed.</p> <p>For instance many a day in Akaroa the speed limit on Rue Jolie is self regulated below 50kph changing the speed limit for a few hundred mtrs seems over regulating.</p> <p>Millers flat road and Gebbies pass again a open road why regulate the speed to 80kph, I travel Gebbies over the hill and it is again self regulating.</p> <p>There are some roads reducing from the 100kph to a more appropriate speed in areas that are built up but why 60 when 50 will be a more common speed for the area.</p> <p>Please don't over regulate with varying speed limits for the sake of regulation but the state will benefit from some over zealous Police Patrols when a driver has missed a 30kph sign when they thought it was 50kph.</p> <p>For the benefit of New Zealand the best course of action will be for the CCC to encourage the NZTA to implement a driver training/knowledge program when people renew their licence, each death costs about \$4m imagine if some training saved 10 lives a year how much more training that would cover and it would be self perpetuating.</p>	John Petrie	
19173	All Areas,Inner Harbour route,Gebbies Pass and Gebbies Valley		<p>Why????? This is diamond harbours main commute. Why are you punishing us for wanting to live out of the town. Most of is commute at off peak. Why reduce the speed limit really why. You making living here a trial. Dyers pass reduction on speed didn't really work did it. Boo to you all as you didn't listen then and you won't listen now. I take none of your council staff leave over here.</p>	Lorraine Heaton-Caffin	

Submission ID	Areas	Optional Road name(s):	Comments	Name	Name of organisation
19902	All Areas, Little Akaloa	Little Akaloa near Factory road, Little Akaloa to Long lookout road, All roads restricted to 80km/hr.	<p>I'm very happy to see these issues being looked at. Narrow, winding roads, big vehicles, a huge increase in vehicles and pedestrians especially those unfamiliar with local conditions- all this needs to be addressed.</p> <p>There are three areas on which I would like you to improve:</p> <p>Little Akaloa near Factory road</p> <p>The 50 km/hr speed area near factory road should be extended another 50 to 100 up the road to give space for traffic to slow down before the dangerous tight, blind corner when coming down the hill.</p> <p>Slow traffic outside the batches on factory road to promote safer pedestrians use near this blind corner and to reduce acceleration noise.</p> <p>Little Akaloa to Long lookout road.</p> <p>This should be 60km/hr as it often has lots of walkers and bikers, parents with kids, plus there are lots of blind corners.</p> <p>All roads restricted to 80km/hr.</p> <p>These roads are not built for 100km/hr as they are narrow with many blind and tight corners and spell danger for most traffic travelling at 100K's</p>	Liz Angelo	

Submission ID	Areas	Optional Road name(s):	Comments	Name	Name of organisation
19901	All Areas, Little Akaloa		<p>support Graham Batchelor submission relating to Little Akaloa</p> <p>1. Little Akaloa near Factory road</p> <p>The 50 km/hr speed area near factory road is proposed to extend further up the road. But it does NOT go far enough up the road. This should be extended another 50 to 100 up the road to</p> <ul style="list-style-type: none"> a. give space for traffic to slow down before the dangerous tight and blind corner when coming down the hill. b. slow traffic outside the baches on factory road to promote safer pedestrians use here near this blind corner. c. to reduce acceleration noise outside the baches (which will be considerable if the sign is placed as on the proposed map) <p>2. Little Akaloa to Long Lookout road.</p> <p>This should be 60km/hr as it often has lots of walkers and bikers , often parents with kids, and there are lots of blind corners.</p> <p>3. All most all roads should be restricted to 80km/hr.</p> <p>These roads are simply not built for 100km/hr with many blind and tight corners and just about all roads are narrow and a disaster waiting to happen. Please reduce all roading to 80 km/hr limit (apart from the very few straight stretches to allow for limited passing</p> <p>Also support all proposed changes</p>	Elizabeth Hirst	

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19900	All Areas, Little Akaloa		<p>support Graham Batchelor submission relating to Little Akaloa</p> <p>1. Little Akaloa near Factory road</p> <p>The 50 km/hr speed area near factory road is proposed to extend further up the road. But it does NOT go far enough up the road. This should be extended another 50 to 100 up the road to</p> <ul style="list-style-type: none"> a. give space for traffic to slow down before the dangerous tight and blind corner when coming down the hill. b. slow traffic outside the baches on factory road to promote safer pedestrians use here near this blind corner. c. to reduce acceleration noise outside the baches (which will be considerable if the sign is placed as on the proposed map) <p>2. Little Akaloa to Long Lookout road.</p> <p>This should be 60km/hr as it often has lots of walkers and bikers , often parents with kids, and there are lots of blind corners.</p> <p>3. All most all roads should be restricted to 80km/hr.</p> <p>These roads are simply not built for 100km/hr with many blind and tight corners and just about all roads are narrow and a disaster waiting to happen. Please reduce all roading to 80 km/hr limit (apart from the very few straight stretches to allow for limited passing Also support all proposed changes</p>	Elizabeth Hirst	

Submission ID	Areas	Optional Road name(s):	Comments	Name	Name of organisation
19880	All Areas, Little Akaloa		<p>I welcome speed slowing in Banks Peninsula in an effort to promote safer roads. It has been needed for a long time. There are three areas on which I would like you to improve on your proposals:</p> <p>1. Little Akaloa near Factory road</p> <p>The 50 km/hr speed area near factory road is proposed to extend further up the road. But it does NOT go far enough up the road. This should be extended another 50 to 100 up the road to</p> <p>a. give space for traffic to slow down before the dangerous tight and blind corner when coming down the hill.</p> <p>b. slow traffic outside the batches on factory road to promote safer pedestrian use here near this blind corner.</p> <p>c. to reduce acceleration noise outside the batches (which will be considerable if the sign is placed as on the proposed map)</p> <p>2. Little Akaloa to Long lookout road.</p> <p>This should be 60km/hr as it often has lots of walkers and bikers, often parents with kids, and there are lots of blind corners.</p> <p>3. All most all roads should be restricted to 80km/hr.</p> <p>These roads are simply not built for 100km/hr with many blind and tight corners and just about all roads are narrow and a disaster waiting to happen. Please reduce all roading to 80 km/hr limit (apart from the very few straight stretches to allow for limited passing)</p>	Graham Batchelor	
19932	All Areas, Okains Bay		<p>I support all changes to the speed limits, especially those in Okains Bay. The roads are narrow, have a lot of pedestrians especially children and periods of heavy traffic at the same time. Most of the traffic is sensible but some is impatient and needs to be regulated</p>	Bryan Clarke	
19626	All Areas, Okains Bay	Banks Peninsula Roads (not state highway) and Okains Bay Road	<p>A lot more BP roads (excluding state highway 75) could have max speed of 80kms (rather than 100).</p> <p>Too many speed options for BP roads.</p> <p>Okains Bay Road - 50km sign could be moved further back to start of the flat (near 1048) Okains Bay Road, as it is a narrow windy part of the road and could continue through to the beach. With better signage re: watch for children, pedestrians and bikes. Same could apply for the school and include speed indicator. No 30km as too prohibitive and unrealistic.</p>	Nick Thacker	



Submission #19112