

Submission ID	Areas	Optional Road name(s):	Comments	Name	Name of organisation
19795	Gebbies Pass and Gebbies Valley		Hi, I agree with the proposed speed restrictions on the McQueens valley road due to it being a single lane road with blind corners and S bends etc.	Jeff Scott	
19771	Gebbies Pass and Gebbies Valley	Streeters and McQueens Valley Rd	we need to have 60km down McQueens Valley Rd, given its narrowness, the amount of animals elderly and children often going down the road	Nikki Coleman	
19762	Gebbies Pass and Gebbies Valley	McQueens Valley Road	I support the reduction in the speed limit from 100kph to 80kph on McQueens Valley Rd but do not support the proposed 60 kph limit for the lower sections of the road. The start of the 60kph speed limit on McQueens Valley Rd should be from the 3.2 km mark (outside 324 McQueens Valley Rd), where the road narrows substantially. McQueens Valley Rd (from Millers Rd to the 3.2 km mark) is easily able to sustain a 80 kph speed limit for its entirety (rather than dropping to 60Kmh at Streeters Rd) as it is a largely straight road in an open area with good lines of sight and less than 10 active driveways. Dropping the speed limit to 60kph at the 3.2km mark (rather than Streeters Rd) would help reinforce to drivers that they were entering a more challenging section of McQueens Valley Rd. If the 60 kph limit was posted earlier down the road I suspect the message would be diluted by the time they reach the truly challenging section of the road as they would have gained speed on the open, straight section leading up to it.	Hamish Limbrick	
19679	Gebbies Pass and Gebbies Valley		I have lived on McQueens Valley Road for 15 years. The current speed limit of 100km on this road is far too high, as the road is very narrow with blind corners. I fully support the lowering of the speed limits on McQueens Valley Road	Glenn Cogle	
19678	Gebbies Pass and Gebbies Valley		I am in full support of the speed limits on McQueens Valley Road being lowered - I have lived on this road for 15 years and it has always been apparent to me that a speed limit of 100km on this very narrow road with blind corners, is wholly inappropriate.	Lucy Cogle	
19578	Gebbies Pass and Gebbies Valley		I drive Gebbies Pass a lot. I think the speed limit is too high. I've seen some stupidity bad overtaking manoeuvres when a car in from is travelling slower that the car behind. Drivers take risks when overtaking cyclists. I've felt under pressure to drive faster when it's been raining and wet and I have been driving under the limit because the conditions were bad. There are few places to pull over but some drivers get frustrated. A lower speed limit would help reduce the potential for accidents.	Fiona Penney	
19234	Gebbies Pass and Gebbies Valley		Absurd, what a silly change.	Taylor Odonnell	
19207	Gebbies Pass and Gebbies Valley		I dont agree that it should drop to 80. But at the top of the hill where the turnoff to summit road is should have at least a mirror to see on coming cars when turning to gebbies pass and a warning sign for drivers coming up the hill to let them know there's a blind intersection	Jarod Sutherland	
19191	Gebbies Pass and Gebbies Valley		I do not think that this should be changed to a lower limit just because some people are uncomfortable on these roads. It's a speed limit, they can drive slower if they want but don't lower the speeds of those who are capable of driving these roads faster as we do it daily.	Chris Bannock	
19119	Gebbies Pass and Gebbies Valley		I think reducing the speed limit on Gebbies Pass road is a positive step forward to hope reduce the high rate of vehicle accidents which happen on this short stretch of road. On average I attend 3 vehicle accidents every month where mostly cars leave the road in what I would term "good conditions" . In 4 weeks during sep/oct 5 accidents have occurred in the same 100 metre section of road ! There are numerous others I miss , but they leave the telltale signs of skid marks and broken fences. Apart from reducing high cost of repairing fences and time spent assisting at accident scenes, a lower speed limit I hope would lower the risk of another accident related death. I support the proposed 80km/hr on the lower Gebbies pass road as its narrow width doesn't safely allow 100km/hr. The proposed 60km/hr from millers road up to the top of the pass will give drivers will time to observe and react to the corners.	Paul McElroy	

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19940	Gebbies pass and gebbies valley	Gebbies pass road and the road to Camp Bay	The 2 roads above I believe could reduce the speed to 80 Km but all the rest I disagree, due to no concrete evidence to support the changes, there are very little crashes, or injury/ death to justify the change and it's too messy with all the different speeds proposed, the poor quality of our roads are what really annoy people and are the hazard to the area with there crappy patch ups the council do. There are a lot of people coming and going to work each day and to reduce the speeds will be very frustrating to commuters, again there needs to be more resources put into widening roads due to too many arrogant and dangerous cyclists and not enough passing lanes.	Stefan Bennett	
19768	Gebbies pass and gebbies valley	McQueens Valley	Please can you reduce the speed limit because I ride my bike on the road and my horse on the verge and it is dangerous when cars go fast past me.	Lucy Harrison	
19767	Gebbies pass and gebbies valley	McQueens Valley	I support the speed limit changes because I ride my horse down the valley and it is dangerous when cars go past very fast.	Lizzie Harrison	
19766	Gebbies pass and gebbies valley	McQueens Valley	I fully support the proposed changes to the speed limits. McQueens Valley is narrow and has several blind rises and blind corners.	Richard Harrison	
19765	Gebbies pass and gebbies valley	McQueens Valley	I fully support the proposed changes to the speed limits. McQueens Valley is narrow and has several blind rises and blind corners.	Sue Harrison	
19691	Gebbies pass and gebbies valley	McQueens Valley road	I would like to see the speed limit reduced from 100km to 60km along McQueens Valley road. The road is very narrow from the junction with Streeters road, allowing only one car to actually drive on the road. There are two dangerous winding narrow corners. The road is frequently used by local people riding horses, walking and riding bikes plus stock is moved along the road. A school bus travels along the road twice a day. There is no footpath. During wet weather the road verges become very soft and muddy, so cars without 4WD cannot pull to the side without becoming stuck.	Lou Drage	
19277	Gebbies Pass and Gebbies Valley, Little River		I am in favor of the proposed speed limit changes except for Western valley Rd. I would propose that 60 would be more appropriate.	Nick Barlow	
19692	Inner Harbour route		Disappointed that I could not find any justifications for the proposed changes. There should be a background document with reasons for each change linked to the above information. I have attached the Diamond Harbour Community Association submission. The DHCA position (speed and some justification) is in the italicised brackets. Richard Suggate, DHCA Chair	Richard Suggate	Diamond Harbour Community Association
19693	Inner Harbour route	Marine Drive, Hunters Rd	Is there a way of reducing speed outside the school entrances and associated pedestrian crossing on the main road at school opening and closing hours	Richard Suggate	Diamond Harbour Community Association
19209	Inner Harbour route		I am in support of the reduction in the speed limit on the whole inner harbour route. However, it will only have an affect if this stretch of road is policed. If not, any reduction will only affect the residents who generally drive to the speed limit and safely on this stretch of road. As a resident, I wish to raise again the reckless and unsafe driving that occurs on this stretch of road by primarily boy racers at night who disregard the speed limit, plus keep the community awake. It is only a matter of time before there is a serious accident which results in the tragic loss of life. We urge the Council to impose the reduction and then ENSURE THAT IT IS POLICED.	Duncan Bright	Resident
19993	Inner Harbour route		I am very concerned about the focus on speed limits alone to address issues with roads around Banks Peninsula. There is more and more traffic of every kind (heavy traffic, tourists, tourist coaches, cyclists, residents, visitors, motor bikes) on the Banks Peninsula roads and adjusting speed limits and painting yellow lines does not necessarily make our roads safer. The speed limits on Dyers Pass Rd have recently been changed and there has been no effect on accident rates - there seems to be more cars going off the road and more accidents than ever. Please advise who at CCC is responsible for making responsible recommendations about the future for Banks Peninsula Roads and for providing for a greater investment in making them safer.	Joanne Macgregor	

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19992	Inner Harbour route	Marine Drive, Andersons Road	I support the proposed speed limit change from 50km/h to 30km/h along Andersons Road. There is no provision for pedestrians or cyclists along Andersons Road, and as it is a narrow and winding road, it is very unsafe these users. I support a speed limit change to Marine Drive but I do not think a reduction from 70km/h to 60km/h is adequate. The speed limit should be reduced to 50km/h along the entire length of Marine Drive from beginning of Charteris Bay to allow safe passage for pedestrians as there are many spots along the road where there is little or no shoulder. Currently, the speed limit through Charteris Bay is inconsistent; the least developed portion of Charteris Bay has a speed limit of 50km/h while the more developed portion with residences, a park, a tennis club and a golf club is 70km/h.	Maryia Krawczyk	
19989	Inner Harbour route	Marine Drive	The speed limit at present is 70 from 485 to around 470 Marine Drive, The rest of Marine Drive has a speed limit of 50. Lots of cars speed and overtake between 485 and 471 Marine Drive as this is the last bit of flatish road before the hills and bends. However there is a hump in the road by the bridge and you cannot see what is coming the otherway, also cars do more than 100 on this stretch of road. The road has a yellow solid line heading towards Diamond Harbour, The majority of drivers take no notice of this and overtake, therefore risking a crash as they are speeding and also can not see over the bump of the bridge. It would be a great idea to have all of Marine Drive at 50km, then hopefully some people would slow down.....on this stretch of road. Looking forward to hearing the results of the submissions.	Tracey McDermott	
19975	Inner Harbour route	Marine Drive	Can the current 50kmh speed limit be extended to cover all Marine drive passed the golf course and houses as the hump in the road over the bridge creates a blind spot	Peter McDermott	
19962	Inner Harbour route		I would like to object to the arbitrary reduction of speed limits especially on straight roads which are usually the only place to overtake slow moving traffic, please can you provide the statistical evidence on which these proposals are made. Of much greater concern is people crossing the centre lines, which is not solved by reducing speed. Also where I live it is 50 on a straight section of road, there is no disincentive for people to slow down. in this proposal what is going to be done to enforce the proposed reductions?	Eunice Moss	
19948	Inner Harbour route		These changes will significantly impact the quality of life of many local diamond harbour residents. I do not support the reduction of speed limits in the inner harbour area. I have a young family and we live on the main road in Church Bay/Diamond Harbour, I have never felt unsafe with the current speed limits and my children are well aware of safety near the road and are able to cross safely when needed. My husband commutes to sumner daily for work and these changes would significantly increase his commuting time, keeping him away from our family for a longer periods each day. The changes proposed along teddington straight seem outrageous when there are two long stretches with great visibility, travelling less than 100 in this area seems preposterous! I strongly feel that if these proposed changes go ahead, accident numbers/unsafe driving would increase as locals/competent drivers will get easily frustrated leading to unsafe maneuvers. This would be further complicated on the weekends and summer evenings when bicycles also enjoy the road - if there is an increased chance of unsafe passing by cars this would severely threaten the lives of grossly unprotected cyclists who may be oncoming traffic in these situations. I feel these proposed changes are in no way necessary and would negatively impact the lives of locals using these roads regularly.	Kate Leech	
19933	Inner Harbour route	Purau Avenue	Yes! The increase in speed limit a while back was dreadful, dropping it back to 50 is so necessary!	Anna Melling	
19866	Inner Harbour route	Route between Allandale and Charteris Bay	Existing speed limits should remain unchanged between Allandale and Charteris Bay. There will almost certainly be an increased risk of serious or fatal accidents if the new speed limits are imposed through this section (and I don't wish for my family to become victim to someone else's bad behaviour). The route between Diamond Harbour and Cashmere is a busy road which takes a full half-hour to traverse in normal conditions. Frustration due to unnecessarily slow speeds and what will become zero passing opportunities will lead to increased (not reduced) bad driver behaviour. It is inappropriate to slow all travel for the sake of a few elderly drivers who perhaps shouldn't be driving, especially on that route. I am a 75 year-old male who has been traveling this route for 50+ years. My experience of driver behaviour on this route is probably greater than that of most others who use it. On average, the condition of the road is no better or worse than most other times in the past 50 years. Unless the rate of incidents/number of vehicles has significantly increased in recent times there is no valid excuse for the proposed changes to this section of the road. Proposed changes to other sections of the road fall into a different category. Some are desirable; some may be effected without undue detriment. Thank you.	Kevin Nicholl	

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19865	Inner Harbour route		<p>I support the Charteris Bay Resident's submission suggesting that the Teddington Straight and non-hill section of Gebbies Pass Road stay at 100 km. If it is not included, I also suggest that the road past Teddington Straight on the flat going towards Charteris Bay until the beginning of the hill also stays at 100 km.</p> <p>I disagree with the speed limit of 60 km from Teddington Straight to the road up to Living Springs and then 50 km into Governor's Bay. I think 80 km and perhaps 60 km would be fine.</p> <p>I am a driver around 6 am – 6.30 am weekdays. Coming into town (or the other way) after Teddington Straight to the road up to Living Springs I travel up to 80 km without any issues, slowing for corners as needed (also depending on weather conditions). I do not understand the need for 60 km or then 50 km into Governor's Bay - if there is concern about people who do not know the road then they do not need to travel at around the speed limit and a driver behind just has to wait, or hopefully the slower driver pulls over where they can to let others pass.</p> <p>More passing areas (over the whole area) would help with this and reminders/education to drivers that it is an obligation on them under the Transport Regulations to be a courteous driver. I seem to recall an indication from the Council that more "slow lane" areas were going to be created.</p> <p>On number of occasions (say twice a week over the last 15 years) I have travelled behind a car going say 50 -60 km in a 100 km or 70 km (now 60 km) area. When we have reached the 50 km areas of Governor's Bay (to or from town) or Cashmere they speed up to at least 60 km (or do not slow down) and have left me behind. Are you able to explain this to me (seriously)?</p> <p>Generally it seems that people who do not know the road travel in the summer holidays and/or weekends – this is a relatively short time frame. Anyone can choose to travel less than the speed limit - they are not penalised (even when they do not pull over in places where clearly they could - though of course, some slower drivers do pull over) but if I travel above a 60 km speed limit then I can be penalised.</p> <p>It seems that for the people who want to speed (or just do speed) or just travel more slowly the speed limit will make no difference. But for those who generally abide by speed limits, then some of the suggested changes will have an impact – in my view an unfair one.</p>	Julie Newton	
19829	Inner Harbour route	Bayview rd	<p>This submission is extremely important to me as I regularly use Bayview Rd. The gravel Road is used by many locals for dog walking, horse riding, biking and jogging but these activities have become dangerous due to reckless drivers who don't slow down for people. I walk along Bayview Road daily as I own animals there and the paddock is only accessible by bayview Rd. Almost every day I have near misses with cars going too fast, especially as the road has many bends which drivers don't slow down around. I am also one of many horseriders that use the road and it has become hazardous for us to ride along the road due to the speed of the cars. In addition to this, the road is narrow and driving along it at even a slow speed is dangerous, but decreasing the speed limit could decrease the chance of crashes or accidents.</p>	Dorothy Schmidlin	
19777	Inner Harbour route		<p>I support the proposed changes</p>	Jennifer Swaffield	
19772	Inner Harbour route		<p>Charteris Bay/Diamond Harbour speeds are ridiculous. This is not central Christchurch. Much lower pedestrian & cyclist numbers. How much more traveling time for commuters & school buses will we have to allow for? Get real please. Don't do this just because you can.</p>	Gareth Hopkin	

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19770	Inner Harbour route	Marine Drive	<p>In general, I support the speed reductions proposed for the roads within the Lyttelton Harbour area. However, I believe that the speed limit on the Charteris Bay portion of Marine Drive that currently has a speed limit of 70km/hr should be reduced to 50km/hr rather than 60km/hr. The reasons for this are:</p> <p>1) This is a residential area. All other residential areas along the inner harbour route have a speed limit of 50km/hr or less (assuming the proposed reduction of the speed limit reduction through Rapaki goes ahead), and so should the whole of the residential area in Charteris Bay.</p> <p>2) This section of the road includes the entrance to Orton Bradley Park, the golf course, and the tennis club. So there are a reasonable number of driveways that cars can be coming in and out of (including those public amenities and the private residences). Furthermore, local residents may be walking to or from those public amenities, along the road.</p> <p>3) Because of the lack of public walkways in the area, and lack of footpaths, a significant number of people are regularly walking along the edge of the road. This includes people doing a loop around the Anderson Rd - Marine Drive block, often walking with their dogs and/or children, as well as locals accessing Paradise beach and other waterfront areas. Walking along Marine Drive is not easy - it involves crossing the road in various places to access slightly wider verges, walking on uneven ground, through very long un-mown grass, dodging muddy ruts from the rural post delivery vehicle and others driving onto the verge, stepping around erosion around the edge of the harbour, waiting for vehicles to pass before rushing over the bridges that have no verge for walking... In places there is very little room to walk, and vehicles are passing very close to pedestrians, particularly in situations where the vehicles are unable to move across the dividing line to provide pedestrians with more space. All this is made more dangerous when walking with children or dogs.</p> <p>4) As local residents living in an area with no public transport, we would like to use our car less, by walking or biking to local destinations. We persist in walking along Marine Drive with our young child, despite it not seeming entirely safe. But riding a bike in the area seems too dangerous. A significant reduction in the speed limit would improve this situation.</p> <p>5) The length of Marine Drive that is proposed to be 60km/hr is quite short, so reducing it to 50km/hr would not make much of a difference to travel times.</p>	Heather Lander	
19764	Inner Harbour route	Bayview Road	<p>Dear Sir/Madam</p> <p>I have been writing to CCC in the past few years, about this subject BayView Road. Claudia Read at the time has responded with a nice letter. The contents of this submission has been in my mind almost daily, for the past 4 years. Bayview Road ,and the way CCC has started to hard surface it,(Waipapa end, last bit a couple of years ago), is not the way to slow down traffic, and not the idea of us locals who use this road as recreational road. Dog walkers, a dozen young girl riders on horses, and lately a group of young chaps with their mountain bikes. This road shall stay as it is, gravel, even rough gravel, (thanks CCC for maintaining it but don't over do it, since the smoother you get it the faster the cars are going!), I noticed that after a good grading the locals use the road as a short cut, even at my time of dogwalk of the day, 6am, and drive ridiculously fast, this is NOT a 100 place, even zoned like it, but even 50 is too fast! So YES, big YES to 30 on Bayview, gravel part and rest towards Churchbay, same issues, even worse where there is tar sealed surface.</p> <p>PLEASE leave us with a road for fun, for walks, many joggers are using it daily too. and farm animals movements also, so NO speedy cars needed, actually no cars needed except access to houses on bayview rd. Thanks very much for looking into this. And Claudia and CCC has promised me in that mentioned letter to keep me up to date if there are changes in hard-surfacing our local road. Please keep your word and send me all the info well before you send the diggers and road workers putting hard surface in, not like last time, no announcement we received at all. With kind regards Franziska Schmidlin</p> <p>Ps when CCC put a counter up after hard-surfacing at aroun 410BAyview road, fyi, those figures were not showing the actual use of this road. i.e. first counter was at the place where post man drives over it 2x to just deliver mail, plus where 3 houses had access. BUT most importantly , after a grading , locals zoom from waipapa to Hunters rd, and use it 10x more than when it deteriorates a bit. which is the stage we like. Even I have to drive up there to horse myself, I drive 20km max, and slow down when I see pedestrians....so please take this into account when looking at those collected data which don't show the real picture.</p>	Franziska Schmidlin	

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19761	Inner Harbour route		<p>I strongly agree that there should be lower limits to this road. Since I moved to New Zealand, I could not believe that these roads had a 100km limit on them. It's as if to say, "just see if you can go that fast on this curvy road". And if you don't, you feel like a tourist. It's insane. People often drift over the middle line and with hi-speeds this could and has met with devastating results.</p> <p>Thank you for considering lowering the speed limit. I generally find New Zealanders good drivers, but I am constantly pulling over on this stretch of road, (or any curvy, country road in NZ) as drivers here enjoy going very fast, and I don't want them to drive so close behind.</p>	Jennifer Kenix	
19739	Inner Harbour route		<p>Leave the limits on main route to Diamond Harbour as is. I don't want my commute time extended and I've driven this road safely for 33 years. CCC should improve the road surface quality to improve safety and wear and tear on vehicles rather than forcing everyone to drive ridiculously slow.</p>	Thomas Evans	
19667	Inner Harbour route	Governors Bay Road	<p>We live on Governors Bay road in the 100km per hour area. We live on a particularly dangerous bend and it is known by locals as a dangerous corner. We constantly see, experience and hear about car accidents at this location - day and night and all year around. We are very frequently involved in calling the emergency services to help these people. These crashes endanger us, both on our property and on the road.</p> <p>We feel particularly unsafe on our drive due to the number of cars that crash and land on our drive after taking our fences out. At night, the speed joy riders are hitting in the distance is immense we can hear them racing one another and the noise from their antics is so loud that our family/children are kept awake at night. Meanwhile, the speed limit is so high that we suppose the police cannot even ticket the joy riders as they aren't usually over the speed limit.</p> <p>Sadly this beautiful piece of road is becoming more and more dangerous and much noisier. The number of cars traveling along our road has increased over the years. With the development of the new marina and harbour area, in Lyttelton, the road is becoming even busier on the weekends. I regularly see people jogging and cycling on Governors Bay Road and they have cars passing them at ridiculous speeds without clear vision for overtaking - there is no footpath or cycle lane so the cyclists/joggers are on the road.</p> <p>Whilst 100km an hour may have been safe years ago, it isn't now. In fact, I have lived along this section of road for 15 years now and I feel that it is almost impossible to hit 100km per hour on the road, even on the straight parts. The speed limit is misleading for motorists as the road conditions are not good enough for people to drive at 100km per hour and I believe this contributes to the number of accidents which happen along it.</p> <p>I believe that this road would be much better suited to 60km an hour and I hope you will consider my submission.</p>	Donna Frost	
19616	Inner Harbour route		<p>We against the proposed changes. We travel often from our house to town along this route as well as across the harbour on the weekends. The proposed limits would increase the travel time. In general traffic now flows at reasonable speeds due to following the yellow recommended speeds at curves. We have never had any problem getting on to Governors Bay Road from our drive or any problem with speeding traffic past our drive. Is there any evidence that the Inner Harbour route is unsafe with the existing speed limits?</p> <p>Otherwise "if it's not broke, no need to fix it".</p>	Bill and Liz Baritomba	
19540	Inner Harbour route	Governors Bay-Teddington Rd-Charteris Bay Rd	<p>We wish the current speed limit to remain on the Governors Bay-Teddington Rd-Charteris Bay Rd. We travel this route almost daily, and frequently find the Teddington Straight is the only place available to pass trucks, slow cars and vehicles pulling trailers. Since the earthquakes, traffic has increased because more people are living at Diamond Harbour or beyond, and because houses are being repaired. The road is windy and often potholed, you can't take chances, and often oncoming traffic does exceed the speed limit. Please don't reduce the speed limit on the only safe place to pass.</p>	Oliver and Vicki Newbegin	

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19520	Inner Harbour route	Teddington Flats	<p>The proposed speed limit of 80km/h on the only flat, straight part of the entire Diamond Harbour to Christchurch route or Diamond Harbour to Lyttelton route is ridiculous. This area is a decent stretch of road with little housing on the entire stretch from Allandale side to Charteris Bay. It is easy to see oncoming vehicles and any other hazards such as livestock or cyclists. It is one of the few places to pass other slower vehicles in the entire Lyttelton Harbour area.</p> <p>I would agree with the general lowering of the speed limit in the Charteris Bay and Allandale residential area, but I suggest the lower speed limits proposed are an easy and cheap fix instead of making the roads safer like; fixing the potholes, the corrugations and the incorrect cambers on many corners. This is far more dangerous than the speed limit and has been ignored by council for many years.</p>	Mark Nieman	
19483	Inner Harbour route		<p>I want the Teddington straight to stay at 100 kph because this is where traffic that is held up on winding roads gets a chance to pass safely. To do that they need to go over 80 kph.</p> <p>I am also concerned that speed limits that are too restrictive will be flouted and there is little policing. More passing bays are needed so that considerate drivers can pull over safely.</p>	Joy McLeod	
19473	Inner Harbour route	Governors Bay Teddington Road	I strongly support the reduction in speed along Governors Bay Teddington Road. As a resident of Ohintahi Valley near misses and potential accidents caused by high speed are very common. Speeding is a serious safety issue for this road. Fatalities and serious accidents occur in this area. A reduction in speed would allow drivers and motor bike riders to better control their vehicles on this bendy piece of road. Please promote the reduction of speed limited Council - thank you.	Ged Double	
19471	Inner Harbour route	Main route from Diamond Harbour through Governors Bay (and then over Dyers)	<p>Key points:</p> <ol style="list-style-type: none"> 1. Has any investigation been done to justify the reduction of speeds? We haven't seen any lines out monitoring traffic, nor have there been crashes to justify this. It was also shown that much of the data used to justify the Dyers Pass changes was flawed or inaccurate. 2. When the speed limit was changed over dyers (between gov bay and sign of the takahe) one of the key arguments was that it was only a limited portion of the total drive time for commuters, and would only add three minutes to travel time. Well, now you are proposing to reduce the entire route (less the areas that are already at 50 kph). CCC seems to be going out of their way to increase our commute and make living out our way more of a burden. Time and money has been put into other communities to reduce their travel time and congestion, but the opposite holds true for us. Why? 3. Teddington MUST remain 100 kph as it is the best and safest location to overtake trucks, campervans, and other slow/poor drivers. 4. Other things should be done to make the roads safer (if that's your argument for the reductions). I understand that any real solution takes money, and changing speed limits is the cheapest action from your end to make you feel like you've addressed some issue. Better use of funds could be: road maintenance, resurfacing, wider shoulders, more passing lanes, signage encouraging slow drivers to pull over, etc. The roads have been breaking down quickly since Evans Pass has been shut as all the heavy oversized vehicles now travel over Gebbies, but no real maintenance has been carried out despite the heavier traffic. However, we know from the Dyers debacle that any of these options will be explored, and that our submissions will likely have no impact on what you have already set your mind on. 	Marga Lamoreaux	
19440	Inner Harbour route		Support lower speed limits. How about policing it too please.	Felicity Robertson	

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19438	Inner Harbour route	Governors Bay - Teddington Road; Charteris Bay Road	<p>While many of the proposed speed reductions will formalise existing sensible speeds some of the proposals unnecessarily slow local commuter traffic on roads where higher speeds are currently safely maintained -- is there evidence that existing speed limits are unsafe?</p> <p>Specifically:</p> <p>Governors Bay- Teddington Road (Above Allandale Lane- start of Teddington Straight) - 60kmh is much slower than safe for this section of the road. 80kmh would be reasonable after the existing 70kmh change</p> <p>Governors Bay - Teddington Road - Charteris Bay Road and Gebbies Pass Rd (shown in yellow on the map): the existing 100 kmh limit should be retained - this section has long straights and the bends are mostly 100kmh</p> <p>Charteris Bay Road: the change to 60kmh is unnecessarily restrictive - 80 kmh would be reasonable</p> <p>Recent changes to the limit over Dyers Pass have made little change to commuter traffic - on almost all of the Christchurch side traffic rarely exceeded 60kmh because it is narrow and windy; on the harbour side much of the road is fairly straight, and many vehicles now exceed the posted limit for a significant part of the journey -- both up and down. 80 kmh would have been more reasonable for this section and I regret not being aware of the consultation process at the time.</p> <p>However I suggest the speed limit should drop to 50kmh where the existing 70kmh limit is posted at Charteris Bay Road / Marine Drive -- there is a reasonable amount of pedestrian traffic on this part of the road leading up to the 50kmh change and there are no footpaths (which is an issue which needs attention).</p>	Martin Lee	
19414	Inner Harbour route		Support lowering of speed limits. Especially around School.	Andrew Nugent	
19384	Inner Harbour route		The long straights through Teddington on the Governors Bay Teddington Rd, Gebbies Pass Road, and the flat part of Charteris Bay Road are excellent passing areas. Any reduction in speed limits from 100kph on those stretches will lead to less passing ability and increased driver aggravation behind (very common) dawdling drivers. Visibility at the Gebbies Pass Road intersection is excellent in both directions and does not need an reduction in speed limit below 100kph.	Hadley Shurmer	
19296	Inner Harbour route	Governors bay to Camp Bay	<p>I have lived on Camp Bay Road for 11 years. My children go to school in town and we take them to and from school which means we travel this route four times a day (twice each way).</p> <p>I can not see any issues with the current speed limits and in all areas except two. The 50kmph speed zone in Purau should begin just before the boat ramp and end just after the bench at the top of the first corner out of Purau towards Camp Bay.</p> <p>I strongly believe changing the limits to the suggested lower limits will be counterproductive and make the roads more dangerous. We do not have speed cameras or a high police presence on these roads to enforce the new (and unneeded) speed changes. This will result in many people reducing their speed to the new legal limit while those that already speed become agree and frustrated taking greater risks to get in front. I am not sure what the council is trying to fix with this proposal.</p> <p>How about you fix the roads properly instead.</p>	Anna Mahy	
19293	Inner Harbour route		I believe the only change in road speed required is the camp bay road. Lowering all the other speeds will create frustration and risk taking for locals.	Kylie Brand	
19281	Inner Harbour route		don't change it all. it's bad enough when your stuck behind a slow driver now if you lower the limits it will just slow the same drivers that continue to drive 15-20km lower than the posted limits	Daniel brand	

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19258	Inner Harbour route		A long time coming!! This needs to be a consistent speed limit or at least small variations. There is a 100 kph sign with a sharp 45kph corner about 250m distance. It is just plain dangerous and ridiculous and clearly no one has tried to drive to these sign. Be realistic and safe. Nowhere on the road around the peninsula should be 100kph.	Debi James	
19257	Inner Harbour route		I don't believe there is enough evidence to prove that a speed limit reduction is necessary from Governors Bay to Diamond Harbour. However I feel a speed drop may be relevant at the pedestrian crossing near the Diamond Harbour School entrance due to a lack of visibility from a dip in the road and the corner just past the school. I request that if the speed limits are changed without the proper consultation and there's is no change in the DSI then the speeds are returned to previous levels.	Kim Glennie-Clinch	
19256	Inner Harbour route		I support the reduction of the speed limit in this area. The point at which the speed currently changes from 50 to 100 is ridiculous and negligent! If you tried to go 100 k at that point you would literally kill yourself! So happy to see a reduction in speed in all these areas!	jeff james	
19218	Inner Harbour route	Governors Bay Road between Governors Bay and Lyttleton	I support the proposed changes to the speed limits. It is not possible to drive safely at 100km per hour on this road, which is narrow, with sharp bends, a poor road surface and has relatively heavy traffic, driveways and regularly provides for heavy goods vehicles. In addition to the proposed changes, however, there is a need for increased policing as the road is a favourite of the arrogant, speeding, wheel screeching, puerile drivers who ignore all road rules no matter what they are.	Christopher Cole	
19183	Inner Harbour route		I strongly support the lowering.of speed limits on the harbour roads. Especially removing the open road 100km zone between Allandale and the Teddington straight. There is nowhere you can safely do even 80kms on this stretch. We regularly (1-3 times a year) see accidents on this stretch of road where vehicles leave the road damage our fences. BRAVO!	Rob Stowell	
19178	Inner Harbour route	Main route from Diamond Harbour to Lyttelton.	Where is your evidence that speed is an issue on these roads? There seems to be no justification for the introduction of limiting vehicle speed on these roads. Use the budget to improve their condition by filling in potholes in a timely manner, fix them to the same standard as the city roads, especially on the south side of the harbour, create more pull ins, bike lanes and cats eyes. Make it easier for people to use the roads instead of adding ad-hoc speed restrictions.	Emma Kinnings	
19170	Inner Harbour route		As a commuter who travels in and out of Christchurch everyday I very much disagree with the proposed speed limit reductions. There has been a major increase in traffic traveling into Christchurch from the Diamond Harbour area and lowering the speed limit will massively effect the stream of cars that commute to town everyday. At present there are very few places for slow vehicles to pull over, and very few slow vehicles that do pull over, which causes a chain reaction and lines of cars during peak times. I agree that the speed limit should be reduced over smaller roads, such as Anderson's and Bayview, but from the town side of Charteris Bay the speed should stay as is. Lowering the speed limit on Dyres Pass Road has caused large amounts of anger because of people who drive sometimes up to 30km lower than the speed limit and my concern is that this will also transfer to the new areas around Teddington Straight.	Sarah Leech	

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19169	Inner Harbour route		<p>As a resident of Church Bay I have lived in Diamond Harbour, Charteris Bay and Church Bay most of my life (40 years) and have been driving these roads for the past 25 years.</p> <p>The current speed limits in our area are already at a safe and appropriate speed and have been so for many years. I don't believe there has been an increase in the number of accidents on these roads even though the population in our area has increased so see no good reason to reduce limits. Local residents are quite comfortable using the roads at the current speed limits and any reductions will just penalise the people who frequently travel these roads.</p> <p>My main area of concern is the main road between Diamond Harbour and Christchurch and Lyttelton which is the main thoroughfare for the residents of our area. The reduction of speed limits from 100 to 80 and 60 is absurd given that it is open road driving, outside of residential zoning. The proposed change down Teddington straight is a great example of a proposal that make absolutely no sense at all, this section of road is clearly safe at 100kms/hr in an area that is not residential or built up in any way.</p> <p>A reduction in the speed limits will most likely increase accidents as people try to pass vehicles that are travelling to slow on roads that currently have appropriate speed limits.</p> <p>Local residents are quite comfortable travelling these roads at the current speed limits and need to be considered with greater importance than weekend visitors and cyclists that use the roads on an irregular basis. In the end the speed limits in our area aren't broken as they are so why does the council feel they have to fix them.</p>	John Leech	
19168	Inner Harbour route		<p>This is ridiculous.. so what you are thinking of doing is making a 45 minute commute to town a 1.5hr commute to town which is not economical and completely unreasonable.. I have lived in the Harbour area for 33 years and there has always been speeding issues and slow drivers they are both a issue however if you inforce this change you are going to make the slow people slower and the fast people more erratic and likely to do stupid things like passing in areas that are not safe. Stop spending our tax money on your speed concern meetings and start looking after the roads that are appalling.. bring back Fulton Hogan!!</p>	Kate Carran	
19137	Inner Harbour route		<p>I firmly oppose all the speed reductions for this area, except the reduction in Rapaki from 60km to 50km / hr which is appropriate as it is a built up area.</p> <p>The problems caused on these roads are from;</p> <ol style="list-style-type: none"> 1. Poor and uneven road surfaces 2. Driver distraction (phones and cameras) 3. Dangerous speeding, tailgating and racing. <p>Whilst you may think point three supports the cause for speed reduction, the utter lack of policing of traffic control means the current speed limits are not being adhered to at all. There is no point in lowering the limit for the law abiding road users when it is the law breakers of current road rules that cause the problem. The speed reduction on Dyers Pass road is not being adhered to by the way, and I've not seen one police car enforcing it since council implemented it. You are wasting time and our ratepayer money by persevering with lowered speed limits with no enforcement of all the road rules (like crossing centre line on blind corners).</p> <p>I would prefer the council cease its fixation on lowering speed limits on rural roads and focus on lobbying NZ Police for policing of these roads and to fix the quality of the road surfaces.</p> <p>Noise pollution from night time racing and weekend motorbikes is a big problem for residents of the harbour basin as well. We used to sleep with the windows open but can no longer do so without being woken regularly by extremely loud exhausts, burnouts, and</p>	Mike Smith	

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			<p>racine vehicles which is no longer just occurring on weekends, but weeknights and daytime too. Please focus on attending to the real problems in the harbour basin, and leave the current speed limits as they are.</p> <p>Best regards.</p>		
19776	Inner Harbour route	Marine Drive, Church Bay	<p>Church Bay has many bach and permanent residents. Far more than I remember as a child 30years ago. There used to be a paper road with access up to the Church Bay store and parks, but that's closed due to private land ownership. Now all pedestrians need to walk the road, with no sidewalk and cars. It's unsafe for all ages, and parking is tight on the road as well which compounds the issue. The speed limit of 50kph is too high, I would like to see it lowered to 30. For all the same reasons it is in the centre of Christchurch.</p>	Josh Kempthorne	
19990	Inner Harbour route, Gebbies Pass and Gebbies Valley		<p>I do not support this proposal regarding the changes to decrease the existing speed limit on the Inner harbour route and Gebbies Pass and Valley roads.</p> <p>The areas of specific concern are the key transport links from Christchurch City and Christchurch Airport to this area.</p> <p>I strongly oppose speed reductions on the following roads:</p> <p>Governors Bay - Teddington Road</p> <p>Charteris Bay Road</p> <p>Marine Drive</p> <p>Gebbies Pass Road</p> <p>Strategically located passing lanes and pull over bays would make a great improvement to these roads.</p>	Kinga Fydrych	

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19988	Inner Harbour route, Gebbies Pass and Gebbies Valley		<p>The current speed limit, signage and road marking is consistent with most other similar South Island roads. Most accidents that occur on these roads are caused by people exceeding the speed limit or careless driving such as driving on the wrong side of the road.</p> <p>Many drivers will become overly cautious with the new proposed speed reductions because these speed limits will be inconsistent with similar roads in other parts of Canterbury and the South Island. For example when the speed limit on Dyers Pass road was reduced drivers who typically drove 10kph to 15kph below the old speed limit now drive 10kph to 15kph below the new speed limit. Therefore if you reduce the speed limit on Teddington Straight from 100kph to 80kph some drivers who previously drove at 80kph may drive at 60/65kph.</p> <p>There are 3 main categories who regularly commute to Christchurch from Charteris Bay, Diamond Harbor and Pauru.</p> <ol style="list-style-type: none"> 1. Middle age drivers with families who commute daily to Christchurch for work and school. These people generally travel at typical commuting times and generally travel faster than the other groups due to commitments in the city. This is already a long commute for many people who use the roads at the existing speed limit every day. Considering that these changes will result in a significantly longer commute, then it may not be viable for some people to live in the area which would have a long term detrimental effect. 2. The second group are retired, generally have more time to travel to the city, they typically travel slower and outside the commuting times therefore not causing disrupting to the commuter group. 3. The third group are people who are batch owners, beach goers and holiday makers, this group generally travel the slowest however this is mostly on the weekends so does not significantly affect the other 2 groups. <p>My wife and I have been commuting on this stretch of road to Christchurch for the past 5 years (approx. 3000 trips each) safely with no issues.</p> <p>Lowng the speed limit in these areas seems unfair for the many commuters that travel at the existing speed limit safely every day. The existing speed limit was implemented decades ago when much older vehicles were on the road without the safety features and stopping power of today's modern vehicles. Most vehicles now have things such as disc brakes, ABS and traction control.</p> <p>Recommendations:</p> <ul style="list-style-type: none"> Slow vehicle bays/passing lanes. Dedicated footpath & cycle lane. Signage to look out for cyclists. Signage for slow vehicle bays. <p>Do not decrease the existing speed limit on the proposed Inner harbor route and Gebbies Pass and Valley roads (Except for Andersons</p>	Michael Palmer	

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			<p>Rd, which is partly single lane).</p> <p>Considering that Christchurch has a larger population than this area I feel that a greater weighting regarding this change proposal needs to be given to the local people who use the roads regularly.</p> <p>Bearing in mind that vehicle safety has vastly improved, accidents don't appear to be caused by people traveling at the existing speed limits and the traffic volume is relatively unchanged, I cannot understand why these speed reductions are necessary.</p>		
19974	Inner Harbour route, Gebbies Pass and Gebbies Valley		<p>I would like to access the accident data on the areas above to try and understand why these limits have been targeted. As far as I am aware the crash rates are very low. So that leave me to believe that you are lowering these limits due to the bad repair of these road. I would like to contest that these limits are due to the councils inability to afford the upgrades that these roads require to support our growing population and use. Other satellite communities like Lincoln, Prebbleton and north of the city are having upgraded roads to help their commute into the city for work or pleasure. Why are we being penalised as a community having our daily commute hugely restricted when there appears to be little reason for the sometimes big speed changes. I would also like to know how much the signage changes are going to cost as apposed to the cost of putting in more passing lanes and better walking areas and repairing the road to a standard that is usable and not causing vehicle damage, people having to cross the centre line to avoid bigger and bigger road damage. The Teddington area should not go down to 80km, this is a great and safe area to pass less confident drivers before the slower bends into both Charteris and Diamond Harbours. Some of the limits I agree will be most welcome. During the summer the tourists on the road cause more issues than locals due to their inability to drive on country roads, I see value in upgrading the roads to help this and appreciating the amazing area we have in the inner harbour for everyone to travel safely especially those who live here, pay rates and yet again get the small end of the wedge when it comes to support from our local council. Godley House being the most recent let down for our community. Please dont distance us any more. We are part of the wider city of Christchurch and deserved to be listened too.</p>	Janette West	

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19967	Inner Harbour route, Gebbies Pass and Gebbies Valley		I oppose to the proposal for the reduction of the speed limit. There has not been any research or evidence to back up the proposal. The speed reduction will make the roads more unsafe due frustrated drivers that will try to overtake in areas where the current speed limit is more appropriate. I think improvements to the road, especially drainage and storm-water management, would make the road safer for both cyclists and drivers.	Andrea Barbati	
19966	Inner Harbour route, Gebbies Pass and Gebbies Valley		<p>I oppose the standalone proposals to reduce the speed limits for the Inner Harbour route and Gebbies Pass/Valley. No analysis appears to have been provided in the web-only consultation by Council to evidence the need for, the impacts of, or benefit of the proposed changes. This is poor practice and in my opinion does not provide for the level of consultation required to inform good decision making. Furthermore, no community engagement events have been held in places, like Diamond Harbour, for the communities that would be potentially most affected by the changes. Again this is poor practice.</p> <p>I routinely commute from Diamond Harbour to Christchurch and so I am concerned about, and have a direct personal interest in, getting home safely. In my experience there are significant road safety issues that are ignored by this consultation that need to be considered by Council in conjunction with evaluating the potential benefits of speed limit changes. For the Inner Harbour route and Gebbies Pass/Valley, these include a lack of service provision by, proactive approach to, and responsibility for road safety by Council in relation to:</p> <ul style="list-style-type: none"> *provision of appropriate passing lanes or areas to provide for safer passing *poor road maintenance and defective road surfaces including surface drainage * overgrown road side vegetation <p>Instead, Council has chosen to engage the community only on the reduction of speed limits rather than facilitate a meaningful discussion around a package of actions to improve road safety. This is a potential derogation of Council responsibilities that could have serious consequences for those that use the road. Neither does the approach taken by Council to consultation engender the potential behavioural change needed by road users to deliver safer roads without addressing the underlying issues.</p> <p>I urge Council to commit to developing a comprehensive package of road safety improvements in conjunction with the communities of the Inner Harbour route and Gebbies Pass/Valley area, where speed limit changes are considered following proper analysis of all options and informed community discussion about how to improve safety. In summary, use the right tool in the box, not the easiest one.</p> <p>This submission is made in a personal capacity as a resident of Diamond Harbour.</p>	Matthew Ross	
19961	Inner Harbour route, Gebbies Pass and Gebbies Valley		I have lived in Governors Bay for 40 years so have driven the roads around Banks Peninsula for all those years. I can not see that altering/tinkering with the speed limits is going to assist with traffic safety. My views have been reinforced by the recent changes to Dyers' Pass Road. The double yellow lines and the lowering of the speed limit has not and will not, in my opinion, change risky behaviour by general motorists and, in particular, boy racers. These changes will only work if there is targeted and consistent enforcement, yet to be seen. Catching regular and local road users exceeding the speed limit during daylight hours will not prevent bad driving at night and in the early morning. Having so many differing changes of speed limit will only be confusing to the driver and not lead to better driving practices. Those of us who drive carefully will continue to do so - those who break the law, will continue to do it despite and in spite of the changes to the speed limit. There need to be better ways of discouraging bad drivers and stronger enforcement of the existing limits.	Morrin Rout	

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19938	Inner Harbour route, Gebbies Pass and Gebbies Valley		<p>Hi,</p> <p>I agree with the change of sign point after the bends entering Charteris Bay near Iron Bradley Park.</p> <p>I think that Teddington straight could stay at 100kph and 70 kph Allandale to Ohinetahi.</p> <p>Gebbies Pass Hill could change to 80. The flat roads surrounding to 80 minimum.</p> <p>Please alter the new electronic sign at the bottom of Dyers Pass in Governors Bay to say slow at 60 kph and over rather than 51kph.</p>	Chris McDermott	
19923	Inner Harbour route, Gebbies Pass and Gebbies Valley		<p>I live in Cass Bay and the speed at which the trucks travel is insane.</p> <p>My kids can't cycle on the foot path as a truck passing going 60km plus is less than 1.5 meters from truck. Especially top End of Cass Bay and around by Corsiar.</p> <p>I ride the roads and see cars constantly over the bank. Speed limit will do nothing if not policed. But at least it's a start</p>	David Tayler	
19914	Inner Harbour route, Gebbies Pass and Gebbies Valley		I support the reduction in speed limits. There are a lot of cyclists and the roads are narrow.	Richard Rookes	
19904	Inner Harbour route, Gebbies Pass and Gebbies Valley		<p>I am submitting specifically regarding the proposed changes to the Inner Harbour and Gebbies Pass speed limits, on the main commuting routes to Christchurch, which I do not support. The majority of these roads are self-limiting, and their windy nature means you cannot travel at 100km an hour the whole way, but in many areas you can drive more than 80km/h safely, and certainly more than 60km/h. To blanket reduce the whole lot makes the trip into town so long the commute starts to become untenable, and means that where you can currently go at 100km, such as the Teddington straight, you would be removing the limited passing opportunities in the commute to and from town. I believe this would have the opposite effect you are looking for and instead greatly increase the frustration levels of drivers, and possibly encourage riskier passing. Tidying up some of the numerous small waysides where people currently could pull over but don't because they are worried they'll damage the underside of their car due to the state of them, would be far more effective than lowering speed limits. This, along with signs encouraging drivers to be courteous and pull over, would allow traffic to flow smoothly and freely. A very high percentage of the traffic that is on these roads is commuter traffic, comfortable on the roads and happy driving to the conditions, and for us the enforced lower speed limits the whole way are completely unnecessary. People who are uncomfortable driving on these roads go slow anyway so reducing the speed limit isn't going to help them drive better, but at least at the moment there are a couple of places the residents of these areas can pass at 100km/h. I haven't seen any evidence given of a high crash rate on the roads or why these need to be lowered. I would be interested to hear if the changes to the speed limit on Dyers Pass has had any positive effect on the crash rate - I doubt it. When I travel over at night it is still full of boy racers ignoring the limit - which they will do with any other speed limit reductions over here as well. It seems like the speed limit change is being done to cover the very small percentage of problem drivers rather than accommodating the bulk of the traffic who drive it quite safely as it is. Education, signage and more areas for slow cars to pull over would be a far better way of approaching it.</p>	Jennifer Watkins	
19872	Inner Harbour route, Gebbies Pass and Gebbies Valley	Long straight from bottom of hill from Allandale to Wheatsheaf	Support no change so keep at 100 km as is in only possible places to overtake unreasonably slow traffic	Bridget Robinson	

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		Tavern, also straights on Gebbies Pass route			
19842	Inner Harbour route, Gebbies Pass and Gebbies Valley		<p>From Governors Bay to Charteris Bay reduce all 100 to 80 except Teddington Straight. All other limits should remain as they are. Anderson's Rd and Bayview Road reduce to 40 not 30. Gebbies Pass hill section reduce to 80, remainder to stay unchanged. We would also like to see Dyers Pass between Governors Bay and Sign of the Kiwi increased from 60 to 80.</p> <p>There are quite a few slow drivers on these roads who choose to drive well under the limit. 40 is not uncommon. If the limits are lowered they will reduce their speed even more. This is very apparent in our commutes to town and back each day. Our observations are that the danger is not speed but driver competence, with many struggling to keep their wheels between the shoulder and central lines on the road. We have both seen many wheels dropped into gullies and wandering onto the wrong side of the road. The existing lay-bys along the roads should be sealed and slow drivers encouraged to pull over and let the traffic queue behind them pass. We have seen a lot of dangerous passing moves made by frustrated drivers. Regards Robert and Janet Edwards</p>	Robert Edwards	
19714	Inner Harbour route, Gebbies Pass and Gebbies Valley		<p>As a regular car and bike user of the Diamond Harbour to Lyttelton roads, (including all of Bay view road and Andersons hill rd), a bike and pedestrian user of Diamond Harbour to Camp Bay, and a car user of Teddington to the Akaroa highway, I fully support all the proposed speed limit changes. Some local drivers are familiar with the roads and drive them like it is a race-track, forgetting about the danger to pedestrians, cyclists, and other road users. If we all keep to the proposed new speed limits we will find our journey time increases a bit. But we will also save \$ by not burning as much fossil fuel, or wearing out our tyres as fast. We may also notice over time fewer vehicle repair bills :-). Given that there is a public transport option (ferry) for many of us, if the increased journey time encourages us to use the ferry more, that will be a win-win situation :-).</p>	Mark Watson	
19674	Inner Harbour route, Gebbies Pass and Gebbies Valley		<p>I support reducing speeds on these narrow, winding roads in the harbour area. I am a cyclist and motorist using these roads frequently and would love to see them being safer and more enjoyable for children, cyclists, tourists etc</p>	Darren Tatom	
19668	Inner Harbour route, Gebbies Pass and Gebbies Valley		<p>I support reducing the speed limit in the Inner Harbour and Gebbies Valley. These roads are narrow and winding and are not able to be driven safely at the current speed limits. There are other road users (cyclists) who are vulnerable when cars are driven at higher speeds. I am a local resident and a user of these roads as both a car driver and a cyclist.</p>	Catherine Pollock	
19622	Inner Harbour route, Gebbies Pass and Gebbies Valley		<p>I travel these roads daily and do not believe there needs to be any speed limit changes EXCEPT to the road from Purau to Camp Bay, which is currently 100km/hr. Lowering the speed limit on a popular commute will increase drive time and driver frustration. It will not cut down on the number of crashes as these are almost always drivers who are not obeying current speed limits. It would be better to invest in more passing bays and signage. Perhaps some horse signs I. Purau would be good as there are at least 4-6 riders riding there daily and non-local drivers often drove too fast and too close to them.</p>	Amy Hooper	

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19620	Inner Harbour route, Gebbies Pass and Gebbies Valley		<p>I am a part time local, familiar with the Gebbies Pass, Governors Bay, and Diamond Harbour areas for many years. I do NOT support the proposed speed limit changes. I believe they will be unsuccessful to the point of being counter productive and make roads more dangerous not less. These are my reasons;</p> <ol style="list-style-type: none"> 1. The current speed limits are appropriate to the area, with more populated areas already having lower speed limits. Issues exist when the current speed limits are ignored. I believe that lowering speed limits further will mean that previously well meaning citizens will join the existing problem drivers in ignoring the lowered speed limits. Instead of reducing speed limits further and frustrating drivers, it would be more beneficial to use electronic signage such as the ones in Tai Tapu, to gently remind drivers of their speed as they enter the more built up areas. Thus working to enforce existing limits. These electronic speed signs are used to great effect in Wellington, along the main road between between Northland and Johnsonville, where there are similar issues with hills, corners and some areas being more built up than others. 2. Within the current speed limits, some drivers get frustrated being stuck behind slow vehicles and make poor passing choices. Reducing speed limits further will increase these issues as some cars go even slower. It will also make passing on the most appropriate and safe sections near Teddington almost impossible to do legally as, in these areas, slow vehicles already speed up because the roads are straighter, wider and visibility increases. Reducing the speed limits in these areas will give other cars no options to pass, within the speed limit allowed, prior to re-entering windy and hilly terrain where these cars invariably slow right down again. So, again, speed limit reductions will lead to increased frustration and more poor choices being made. Instead, funding should be given to a dedicated passing lane in this area and other well sign posted slow vehicle bays around the area. 3. Reducing speed limits on down hill sections only causes one to spend more time looking at the speedo and less time with their eyes on the road where the hazards actually exist. In Ngauranga Gorge in Wellington, the speed limit drops from 100 to 80 on a steep section where cars struggle to remain at that speed without excessive breaking. There is also a speed camera in this section and it causes some people to over break and suddenly go well under the speed limit. You end up spending more time looking at your speedometer to avoid breaking arbitrary limits and I feel this is very dangerous when you need to be watching tight corners ahead, other vehicles and any other potential hazards. It is more beneficial to have a speed limit which allows a car to travel comfortably on the section and allows the driver to watch the road and concentrate on driving to the conditions rather than an inappropriate and unrealistic limit. 4. In my experience, the 30km slow zones which exist in parts of Wellington, are largely ignored unless there are other factors such as a build up of traffic to cause vehicles to slow down. I believe the sections where these 30km areas have been proposed will likely be treated more as 50km areas by drivers. Dropping the rural parts of Bayview road from 100 to 30 is likely to have even less effect as it is a drastic change which is unlikely to be enforced in any manner. <p>Once again, I do NOT support the proposed changes. I believe instead, funding should be allocated to electronic speed monitoring signage and additional passing bays. Efforts should support the enforcement of existing speed limits which are perfectly appropriate if adhered to.</p> <p>Thank you for your consideration.</p>	Carron Aldridge	
19617	Inner Harbour route, Gebbies Pass and Gebbies Valley		<p>I am against reducing the speed limits I travel this route daily for work and most people drive under the speed limit anyway, reducing the limit will give no lee way for people to overtake slower vehicles without speeding. There are very few passing areas and hardly anyone pulls over to let faster traffic pass. I would like to see evidence that accidents are happening due to excessive speed at any of these areas. I suggest slow drivers cause more dangerous actions. I cannot see how reducing speed to 30 on some roads provides consistency in the area when only the inner city has this speed limit..</p>	Liz Wyllie	

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19584	Inner Harbour route, Gebbies Pass and Gebbies Valley		I agree with proposed speed limit changes wholeheartedly. I commute regularly on these roads and frankly am appalled at the level of excess speed and poor driving exhibited by too many drivers. The speed reductions over Dyers pass road have reduced speed in general but there are still the ignorant minority. Any further speed limit changes will need significant policing.	Brent Rees	
19567	Inner Harbour route, Gebbies Pass and Gebbies Valley	Teddington Straight and Charteris Bay Road and Marine Drive	Totally agree with planned changes to speed limits. In addition to these changes, can you also put up signage to warn people of Pokekoes living in certain areas, namely Charteris Bay Road (by Orton Bradley and Golf club area) and also on Teddington Straight and Gebbies Pass turn off from Teddington Straight. They frequently get killed in these areas by vehicles. Re Marine Drive, can I suggest by Diamond Harbour school a 20 kph is put up and more signage to remind people of hidden drive ways on Marine Drive would also be beneficial. I would also suggest where practical, eg by the school, ramps are put up to ensure people adhere to the lower speed limits.	Maddi Naylor	
19449	Inner Harbour route, Gebbies Pass and Gebbies Valley		Agreed that Governors Bay above Rapaki should be reduced to 60 and Camp Bay Road to 50. Also Andersons Road and Bay View Road and Hunters Road intersection to 30. Disagree with all other reductions. These are not built up areas. Teddington Straight should definitely stay at 100. Changing speed limits will not necessarily make it safer. Drivers are the problem, they continue to go over the line, especially around corners. Perhaps these areas should be yellow lines instead. Also better management of shrubs and trees is needed to make visibility better.	Jill Rice	
19448	Inner Harbour route, Gebbies Pass and Gebbies Valley		Dear Sir/Madam As I travel these roads daily I don't see the need to change any of these speed limits. It would only cause frustration on many drivers which would lead to accidents. I believe changing the speed limit on these areas will hinder the ability to over take slower vehicles and cyclists safety and council would then have to look at putting in slow vehicle bays or passing bays. Council is trying to encourage people back into town but is trying to hinder trip over.	Jill Shaw	
19442	Inner Harbour route, Gebbies Pass and Gebbies Valley		we support the proposed limit changes	Peter and Isobel Wilson	
19403	Inner Harbour route, Gebbies Pass and Gebbies Valley		I think that no matter what you change the speed limits to the real issue is the number of well designed passing lanes and people using them, I like driving moderately fast through these roads having grown up on the peninsula, it's enjoyable, to change the limit to 60 - 80 would be frustrating and detract from this enjoyment shared by many locals. When coming across tourist or Sunday drivers which will always happen due to the location and beauty of the area having decent passing lanes that are logical and easy to use at speed is key and allows experienced / local commuters to maintain their speed and be on their way without slowing down to 30km and watching paint dry.	Edward Foate	

Submission ID	Areas	Optional Road name(s):	Comments	Name	Name of organisation
19350	Inner Harbour route, Gebbies Pass and Gebbies Valley	Kirsten Aldridge	<p>I live in Diamond Harbour with my family including our 2 small children aged 1 and 2. I frequently travel to Christchurch and West Melton using both Dyers Pass and Gebbies Pass.</p> <p>I don't believe the speed limits on these roads are too high and do not support the current council proposal which will increase my journey times with my 2 small children; without any evidence that this will improve safety on the road. On the contrary, I believe it will actually cause more hazards with frustrated drivers making poor decisions.</p> <p>A source of frustration to people who travel these roads frequently is slow and inconsiderate drivers. I recognise that for some people, particularly visitors to the area, these roads can be challenging but I don't believe the proposed changes will resolve this issue. The only opportunity to pass a vehicle between Diamond Harbour and Cashmere is along the two straight sections around Teddington. This means that a single slow vehicle can cause significant delays and long traffic queues.</p> <p>I think a better solution for these roads would be to add more slow vehicle bays and large signs encouraging people to use them.</p> <p>I would also like the council to consider putting electronic speed signs, that provide drivers with a real time reminder of their speed, at regular intervals along the main road in the area that is already 50km. It is easy for your speed to creep up in this area and I have noticed that many cars tend to exceed the speed limit in the residential areas along the main inner harbour road where many children are present. These signs are already very effective in areas like Tai Tapu and I feel that helping people obey the current limits would be a better focus for the council than making unnecessary reductions elsewhere.</p>	Kirsten Aldridge	
19326	Inner Harbour route, Gebbies Pass and Gebbies Valley		<p>I am a resident in Diamond Harbour and frequently travel to Christchurch and Selwyn district using both Dyers Pass and Gebbies Pass. So my comments mainly relate to the Inner Harbour route and Gebbies Pass.</p> <p>I have not personally considered the speed limits on these roads to be too high, and can not support any proposal that will increase journey times without evidence that this will improve safety.</p> <p>A source of frustration to people who travel these roads frequently is slow vehicles. The only opportunity to pass a vehicle between Diamond Harbour and Cashmere is along the straights around Teddington. This means that a single slow vehicle can cause significant delays. I think these roads can be improved by adding more slow vehicle bays and signs encouraging people to use them.</p> <p>Additionally, I have noticed cars tend to exceed the speed limit in the residential areas along the main inner harbour road where the speed limit is 50. These residential areas would benefit from the signs (often seen in small towns on main roads) which display the approaching vehicle's speed and encourage them to slow down.</p>	Robert Mouat	

Submission ID	Areas	Optional Road name(s):	Comments	Name	Name of organisation
19221	Inner Harbour route, Gebbies Pass and Gebbies Valley		<p>I am fully in support of all the changes proposed in the two areas above which will reduce the speed limits.</p> <p>I cannot comment on other routes as they are not roads I use frequently or feel I have enough knowledge of to be able to make relevant comments.</p> <p>The roads from Lyttleton to GB and GB to the city are used by locals and tourists alike - some of the former who have become blasé because they know the roads well and are over confident, others in the latter group who have no experience of the driving conditions on the rather peculiar roads which we have on the BP, and who also get distracted by the views. I use these routes regularly and frequently feel unsafe on them as other drivers travel at even above the existing speed restrictions, and others dawdle leading to road users undertaking potentially dangerous overtaking. I often do not feel safe using the roads, especially at dusk and dawn and in bad weather. The reduction of the speed limits will ensure that all road users consider the driving conditions and the nature and conditions of the route, and adjust their travel time and expectations accordingly. The school run from Lyttleton to GB and then work run from GB to the city would be something I would feel a great deal more comfortable in undertaking if the speed limits were lowered, rather than regularly feeling pressurised to drive faster than the conditions or my comfort levels allow, with pressure from vehicles behind, or being subject of overtaking vehicles who put us both at risk. There are frequent accidents and even more frequent near misses on these routes, and at the weekend it is very common to hear the revving and screeching of cars and bikes as they race around these roads in a way which endangers themselves and other road users. I have been considering changing schools for my son after some close calls recently and would welcome the additional security of recognition of these special road conditions through a lowering of the speed limits. Furthermore it would give me the chance to be able to enjoy the drive, which is quite spectacular, without the fear of being run off the road or forced into travelling faster than I am comfortable. We need to look at what our local roads are like and the conditions on them and set speed restrictions which fit and are specific to our roads, not generic for routes across the city.</p>	victoria Bliss	

Submission ID	Areas	Optional Road name(s):	Comments	Name	Name of organisation
19216	Inner Harbour route, Gebbies Pass and Gebbies Valley	Main Road	<p>I completely agree that road needs reduced speed limits, urgently, this goes without saying as currently it is a danger to other drivers and pedestrians, however if they are not monitored in anyway, shape or form then what is the point?</p> <p>We live [REDACTED] in Governors bay right by the a 50 sign yet rarely see cars sticking to the speed limit, so many are well over the speed limit. Every single day you will have a car driving so close behind you as they are frustrated you wont go any faster. You see cars being overtaken on blind corners by drivers who will not wait.</p> <p>I do not drive slow however I have been overtaken at 7am on the double yellow lines just passing the sign of the kiwi cafe heading down into cashmere and had to swerve very close to the unprotected edge as it shocked me.</p> <p>Both my teenagers drive and are always getting aggressive drivers behind them being intimidating, both local people and boy racers.</p> <p>The worst is after midnight, the noise on the main road at the bottom of our drive from boy racers is unacceptable yet there are no police cars to be seen anywhere and it can go well into the early hours of the morning.</p> <p>Its a well known fact that these type of drivers head over to the bays to drive dangerously. You only have to head home a little late and you will experience one crossing the center line, swerving or driving too fast.</p> <p>A work colleagues brother goes to the port hills every weekend, drinks and takes drugs in lay buys and has written off two cars over the last 12 months.</p> <p>Why has this not been stopped?</p> <p>In the short time we have lived in the area we have seen more dangerous driving than in the whole 16 years were lived in Christchurch, Im speechless that this is not being addressed as a matter of urgency or are we just waiting for a car load of teenagers to go over the edge? or smash into a family walking their dogs?</p> <p>We did not know what a huge problem it was until weve moved here but can clearly see it is a problem.</p> <p>The key is to put sensible speed limits in place and to follow this up with speed cameras. A speed sign alone will do absolutely nothing and will be a complete waste of time.</p>	angela williams	
19213	Inner Harbour route, Gebbies Pass and Gebbies Valley		<p>There seems little reason to reduce the speed limit on the inner harbour route - there are very little accidents and those that there are are caused by stupidity rather than speed. The economic impact of significantly increasing people's commute to the city in terms of petrol costs & time costs will result in a reluctance to take jobs in the city, plus deter city dwellers from making the journey out to DH which will impact on the local small businesses.</p> <p>The recent changes to Dyer's Pass have had limited effect on reducing accidents so I fail to see how this will make any difference. People can not stick to the current speed limits so reducing them further will frustrate already assertive drivers thus increasing risk to other road users.</p> <p>Gebbie's Pass is frequented by racers who often crash on and off the road, set fire to cars etc. this issue should be addressed rather than impose a restriction that will be ignored.</p> <p>This seems a short sighted and ill thought out plan. There are better areas to spend money on - e.g. red light camera's throughout the</p>	Hil Quayle	

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			city, which if installed would create a huge revenue stream for the council whist significantly increasing driver, pedestrian and cyclist safety.		
19212	Inner Harbour route,Gebbies Pass and Gebbies Valley		Seriously? On what basis other than "Consistency" has the decision been made to even review the current speed limits? This reeks of bureaucrats looking for ways to unnecessarily spend rate payers money while insuring job security. Where's the value proposition?	Bill Skelton	
19211	Inner Harbour route,Gebbies Pass and Gebbies Valley		I believe that reducing the speed limit on the hill section of gebbies pass to 60kph is excessive. 80kph would be more realistic when comparing the condition of the road with Similar sections elsewhere in the country. Also the teddington straight to gebbies pass rd intersection is still suitable for 100kph as it is straight as indicated by its name.	Nick Szalardi	
19184	Inner Harbour route,Gebbies Pass and Gebbies Valley		I am strongly opposed to the reduction on speed limits in these areas and believe that all current traffic issues would be better resolved with passing lanes and areas for slow drivers to pull over.	Maria Lee	
19182	Inner Harbour route,Gebbies Pass and Gebbies Valley		Speed is not the problem on theses roads, even travelling slowly several drivers are unable to safely navigate the bends. It would be of far more benefit to have signs reminding people to pull over when they are impeding traffic and to have more pull over bays.	Gillian Waterhouse	
19180	Inner Harbour route,Gebbies Pass and Gebbies Valley		<p>Reducing the speed limit in these areas will do nothing toward reducing accidents and will in fact be likely to cause an increase.</p> <p>The only people that drive unsafely on a daily basis on these roads are the boy racers who have no regard for the current speed limit and who the police know about (as they are reported daily) and do nothing about.</p> <p>Please tell me how changing the speed limit will benefit any of the people living in this area who have respect for the road and drive to the conditions on their daily commute.</p> <p>How about the police do their jobs and actually do something about the hoards of boy racers that plague these routes?</p> <p>Ridiculous</p>	Claire Verryt	

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19172	Inner Harbour route, Gebbies Pass and Gebbies Valley		<p>Reducing the speed limit, particularly on Teddington and the Lincoln side of Gebbies Pass will do absolutely nothing to change the number of accidents on that road! 80kmh is far too slow. The proposed 60kmh on Charteris Bay Road is utter nonsense and is unlikely to be adhered to. The distances locals commute each day means you'll be adding an extra 7-10 minutes each trip and when the inner harbour route already takes at least 30 minutes. Add in the city traffic and that's an entire upend of the daily commute. With rising petrol costs the last thing people need is to be spending more time on the road. Making childcare appointments are frequently hard enough for parents commuting from work without adding the extra time. Interfering with the Dyers Pass speed limit caused serious outrage locally and I know this will do the same. The council have done nothing to stop the boy racers squealing around the bends and causing considerable concern along the Inner Harbour Route. They are hardly likely to adhere to the change in speed limits. The inability of the Council and local Police Force to police the current speed limits gives me little hope these proposed speed limits will be policed either. All these changes will do is annoy the locals, the ones who spend half their lives commuting on this road. I was at the council meeting for the Dyers Pass speed limit change. The lack of information provided to interested parties and especially the lack of any information given to locals on what the council proposed to do in the first place gives me little hope our feedback will even be considered.</p> <p>There was outrage then and there will be so again if you continue down this path.</p>	Cassandra Cole	
19167	Inner Harbour route, Gebbies Pass and Gebbies Valley		<p>The speed limits as they stand are completely safe. Reducing them to the extent suggested in the document is going to inconvenience a lot of people for no reason. There have been several accidents on dyers pass recently despite the new speed limit. Please leave us to get on with our lives without your petty meddling.</p>	John Quayle	
19135	Inner Harbour route, Gebbies Pass and Gebbies Valley		<p>This has been proven time and time again that a reduction in speed limits on the roads around the harbour do not result in a safer environment or a reduction in crashes. I beg you not to keep reducing speeds because of the complaints regarding boyracers and residents feeling unsafe as a result. Those speeding are not going to lower their speed based on signage as proven on Dyers Pass which had a speed reduction and double yellow lines painted. All of these speed related issues started as a result of Evans Pass Road closing meaning car enthusiasts now make a loop around Lyttelton and over the hill via Governors Bay. It is part of being in the area and will not stop without law enforcement.</p> <p>What I'm trying to say is no amount of yellow paint and signs will stop the problem drivers speeding through the area. All this is doing is slowing down residents every time they have to drive to and from work.</p> <p>Regards,</p> <p>Alex</p>	Alex Norris	
19109	Inner Harbour route, Gebbies Pass and Gebbies Valley	Bayview Road	<p>Reducing the speed to 30kph makes sense, however, this is a cop-out and a very short term solution! How about either reducing the amount of building and construction going on, or, widen the road. The amount of times we have to back up or drive quickly into another driveway is unbelievable. Find a better way to sort the real issue.</p> <p>Bayview Road over the past 5 years has turned into an uneven seriously bumpy track. Why does the Council insist on allowing more building on this road? How about focus on the infrastructure first. If you lived on this road, you'd be getting the proper job done.</p>	Felicia Forbes	

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19869	Inner Harbour route, Gebbies Pass and Gebbies Valley, French Farm and Wainui Route		<p>I frequently use both Dyers Pass and Gebbies Pass routes when travelling from my home in Diamond Harbour. While some of the suggested speed reductions are in line with safe limits for the inner Harbour roads there are a couple of areas planned for change that I believe would have a negative effect and lead to dangerous passing when motorists are frustrated at being stuck behind slow vehicles.</p> <p>I SUPPORT the Purau Avenue reduction to 50kph from the beach to the village. Vehicles travel up and down this road at excessive speeds and do not reduce speed as they approach the built-up section making it extremely dangerous for pedestrians, and vehicles turning on to the road from residential properties. Many heavy vehicles use this road and are wider and require more turning space at the corners. Reducing the speed on this section would also be safer for people walking up and down between the beach and Diamond Harbour as the verge is very narrow in places bringing people close to the traffic.</p> <p>I DO NOT SUPPORT the reduction from 100kph to 80kph at the head of the harbour. On the Governors Bay Teddington Road, once past the Wheatsheaf Hotel, the two straight stretches of road are the only safe place to pass slow vehicles in the entire trip from Diamond Harbour to the City. Reducing these to 80kph would be counter to the intention to improve safety as they would increase frustration and add to the length of journey to the city.</p> <p>Likewise, the straight/flat sections on Gebbies Pass Road designated for reduction from 100kph to 80kph (on either side of the hill section) are also the only safe passing areas between the harbour and Motukarara. I see no reason to reduce the speed limit in these areas which will add to the overall travel time between Diamond Harbour and Tai Tapu, Lincoln and Rolleston. The reduction to 60km over the hill section is appropriate.</p> <p>More speed signs would be helpful to remind motorists of the variations in speed limits along the routes. The villages of Purau, Diamond Harbour/Church Bay, Charteris Bay and Governors Bay would benefit from flashing speed signs that indicate the required speed and a vehicles current speed as used on the approach to Tai Tapu and Lincoln.</p> <p>Passing bays would be helpful if signs advised motorists to move left unless passing. Many motorists obviously do not see themselves as hindering the free flow of traffic and fail to move left when the option is available. These spaces need to be maintained in good condition and sealed to ensure traffic can exit the road and return to the traffic flow safely.</p>	Lynley Aldridge	
19896	Inner Harbour route, Gebbies Pass and Gebbies Valley, Le Bons Bay (Upper Settlement), Little River, Little Akaloa, Takamatu a, Okains Bay, Akaroa		<p>I am concerned that there is has not been enough statistical evidence on why the speed limit should be decreased,. It has been stated for safety reasons and consistency it seems very confusing that you are proposing two speed limits over Gebbies Pass and other roads. I feel that there will be more signs which are distraction and are confusing if your proposal goes ahead. A good illustration of this is coming up Dyars Pass Road from Governors Bay where within 200m you have a change from 50 to 60km per hour that does not help with consistency.</p>	Shane Clinch	

Submission ID	Areas	Optional Road name(s):	Comments	Name	Name of organisation
19175	Inner Harbour route, Gebbies Pass and Gebbies Valley, Little River		<p>My first submission appears to have failed so I am starting again with very little time left. I would like the opportunity to make a more detailed submission with a deadline extension, however in the interim I submit a simplified version below.</p> <p>I drive daily from Diamond Harbour to the city via Dyers Pass, return, and also via Gebbies Pass less frequently.</p> <p>I oppose the reduction of the speed limit on the Teddington straights as the road is straight and has good visibility on a par with many other such roads around NZ. It will be confusing having so many different speed zones, leading to confusion and accidental speeding and also slow driving in faster zones. 80km/h on the straights will also make it impossible to pass many slow vehicles safely as most will speed up to 80 after being slow on the windy sections. This all leads to greater frustrations. Can any evidence be presented that shows speed is a contributor to accidents in this area as opposed to falling asleep or drunk/tired drivers? Neither of those will be affected by a reduced limit as there will still be corners with a safe speed of less than 50km/h. Even State Highway 1 has such features that can't be taken at anywhere near the limit of 100km/h.</p> <p>I would like to see proper maintenance and investment in the roading infrastructure, rather than this bandaid approach of reducing limits. There has been no data or reasoning presented as to why these changes need to be made, and no evidence as to what effect lowering speed limits has on similar roads. The recent changes on Dyers Pass don't appear to have made much difference to the number of drivers losing control from what I've seen, and no data has been presented to show any improvements since those changes. Unfortunately the drivers who misjudge a 35km/h corner, or speed, will still crash regardless of the speed limit being set at 60. We need real improvements to road safety, such as safety barriers and road surfaces that meet the required standards. These roads have been chronically under-maintained since the quakes, with off-camber corners, humps, pot-holes and undulations. Many repairs are poorly executed and repeated time and time again at great waste of money. There also needs to be more signage to encourage safe and courteous driving - reminding slower drivers to allow passing thus reducing frustrations and high-speed overtaking. There need to be more slow-vehicle and passing bays, with signage to encourage their use.</p> <p>We all want to travel safely, however it is proper maintenance and upgrading of these roads that is needed, not a futile attempt at slowing down traffic. The speeders and poor drivers will still speed and drive poorly on unsafe roads.</p>	Adrian Heath	

Inner Harbour Route (Lyttelton - Camp Bay)

Roads:	Current Speed Limit	Proposed Speed Limit
Governors Bay Rd (Cass Bay- above Rapaki) (<i>Rapaki needs to be 50 kph</i>)	100/60	50 (50)
Governors Bay Rd (above Rapaki- Governors Bay existing change point*) (<i>There are some points where you can safely go above 60 kph</i>)	100	60 (70)
Governors Bay- Teddington Rd (Ohinetahi- to above Allandale Lane) (<i>Winding Rd – not too many houses</i>)	70	50 (60)
Governors Bay- Teddington Road (Above Allandale Lane- start of Teddington Straight) (<i>Winding Road, Exits out of Allandale carpark and domain</i>)	100/70	60 (60)
Bamfords Rd (to Living Springs)	100	60 (60)
Governors Bay-Teddington Road (change point* at start of Teddington Straight)- Charteris Bay Rd (above Manor Farm), including Gebbies Pass Rd intersection	100	80 (100/80)

<i>(Need 100km to allow passing on the main Teddington Straight. Could cut it back to 80 for the Gebbies Pass junction and along to Manor Farm gate)</i>		
Foleys Rd (<i>short road past quarry</i>)	100	80 (80)
Charteris Bay Rd (above Manor Farm)- Marine Dr (existing change point*) (<i>can drive safely at 70kmh on part of this route</i>)	100/70	60 (70)
Andersons Rd (to be part of Head to Head walkway)	50	30 (30)
Bayview Rd (outside Diamond Harbour Urban Traffic Area) (<i>Walkers and horses</i>)	100	30 (30)
Doris Faigen Lane (<i>Steepness?</i>)	50	30 (30)
Hunters Rd (existing change point*- Bayview Rd) (<i>Walkers</i>)	100	30 (30)
Purau Ave (Diamond Harbour- Purau) (<i>No point in a short change – walkers</i>)	70	50 (50)
Camp Bay Rd (existing change point* to Camp Bay) (<i>walkers, cyclists, joggers, not safe</i>).	100	50 (50)