

Safer speeds in Woolston

Consultation feedback - issues/suggestions and project team response

Key issues and suggestions	Project team response
Reducing the speed limit to 30 km/h will increase congestion on a busy road	Slowing the speed limit to 30km/h will have little impact on travel times. The worst-case scenario through the village centre would be a delay of twelve seconds. These small delays will be unlikely to affect overall journey time, as there are already queues at the intersections further along Ferry Road during peak hours. The slower speed will only delay vehicles in reaching this queue, where they will need to wait.
Reducing the speed limit to 30 km/h will cause unnecessary delays and frustration for motorists, especially outside peak hours	<p>Outside peak hours there could be up to twelve seconds extra delay to what is currently experienced during off peak hours. Not all journeys will be delayed, as a reasonable proportion of drivers will have to sit in a queue at one of the signalised crossings or signalised intersections along this stretch of road, and for these drivers the only delay will be in reaching that queue.</p> <p>Overall, the delays will be minimal for any driver - and we consider that the benefits of the slower speeds for safety and to the village centre by making it easier to find and access parking spaces and shops, outweigh any inconvenience caused by a slight increase in travel time.</p>
Pedestrians are already catered for in central Woolston	<p>People walking in the village centre can use the existing footpath, two pedestrian refuge islands, an existing signalised crossing and a proposed new signalised crossing. Surveys have identified that up to 130 pedestrians also cross the road mid-block per hour using the existing flush median, and the slower speed will make it safer for pedestrians to get around the village centre.</p> <p>The small delay to motor vehicles caused by slowing the speed to 30 km/h offers significant safety benefits to pedestrians, and it also benefits motorists who will find it easier to find and access parks as well as seeing what businesses are available in the village centre.</p>
The proposed changes are not justified in terms of accident rates and risks?	<p>There have been 21 reported crashes in the 30 km/h zone in the last five years and eight recorded crashes in the proposed 40 km/h zone. Of these three have been serious injury crashes and 18 have been minor injury crashes. Two of the crashes have involved pedestrians.</p> <p>Reducing the speed limit offers significant safety improvements through reducing the potential for a crash to happen and reducing the severity of a crash if it does happen. Slower speeds are consistently proven to be the most effective way to improve safety.</p>
Other issues and suggestions	
Extend the 30 km/h (various as below)	
<p>Ferry Road</p> <ul style="list-style-type: none"> - Ferry Road To Rutherford Street - Ferry Road extend in both directions North and south – Radley or Hargood to Rutherford - Ferry to the Dyers Road roundabout for Bamford School as well as St Anne’s School - Suggest extending West past Heathcote St and East past the St Anne’s School zone (Road Transport Association) 	<p>The 30 km/h zone has been designed in accordance with the NZTA Speed Management Guide, which sets out the most appropriate speed limit based on a road’s characteristics and use. This guide is quite specific with the use of the 30km/h being used only in shopping areas where there is likely to be more pedestrian and parking activity, as set out on the proposed plan.</p> <p>The proposed 30km/h zone also extends for the same extent as the proposed Woolston Village Master Plan project, which includes measures to slow vehicle speeds through the village centre. These measures are important to achieve an operating speed of 30 km/h. Extending the 30 km/h speed limit outside of this area would result in vehicles being unlikely to reduce their speeds.</p>
<p>Residential Roads</p> <ul style="list-style-type: none"> - Extend through all residential streets not through routes to all schools and approaches - All streets from Ferry Road to the Heathcote River - Ferry Road to the intersection with Heathcote Street - Extend into Glenroy Street – for safer access to New World? 	
	It is not possible to extend the zone to the residential areas requested due to the areas not meeting the requirements of the NZTA Speed Management Guide, as outlined above.

Extend the 40 km various (as below)	
<ul style="list-style-type: none"> - Further along Johns Street various - Clydesdale St to include St Lukes St including Tamariki School - Past Tamariki School preferably to Linwood Ave 	This safer speeds project comes out of the Woolston section of the Ferry Road Master Plan project. We extended the scope of to include the proposed 40 km/h area along Johns Street in response to earlier consultation feedback highlighting safety concerns raised by residents needing to walk across the road near the supermarket, and using the side roads to the south of Ferry Road. Extending the speed zone beyond this is outside of the scope of the project but we will pass the requests for a lower speed zone on to the area traffic engineer for their consideration.
Other speed reduction requests	
Make the whole area 40km	<p>Reducing the speed limit to 30km/h brings significantly more safety benefits than either a 40km/h or 50km/h speed limit. In addition, the road has been designed for a slower speed environment through the Woolston Village Centre project.</p> <p>The 30 km/h speed limit reflects the volume of pedestrian movements crossing Ferry Road, with up to 130 pedestrians crossing per hour in the village centre.</p>
Ferry Road should be 40 km/h (40 not 30)	<p>Reducing the speed limit to 30 km/h brings significantly more safety benefits than either a 40 km/h or 50 km/h speed limit. In addition, the road has been designed for a slower speed environment through the Woolston Village Centre improvements project, which came out of the Ferry Road Master Plan.</p> <p>The 30 km/h speed limit reflects the volume of pedestrian movements crossing Ferry Road, with up to 130 pedestrians crossing per hour in the village centre.</p>
Make Ferry Road Woolston Village a shared 30km/h shared zone – wouldn't need separate cycle lanes	The traffic flows on Ferry Road of around 20,000 vehicles a day, are too high for a shared zone. Shared zones only function well where the traffic flows are around 1 – 2,000 vehicles per day.
Related requests	
Request pedestrian crossing point/s on St John's Street (raised by five submitters including Tamariki School)	We have heard and understand the concerns raised about safety for pedestrians when crossing Johns Street on their way to the village centre. We are finding out whether a pedestrian refuge island outside New World in St Johns Street can be included in a future project, as it is outside the scope of this speed management proposal. We are also looking at intersection treatment options to slow vehicles on St Johns Street at the Glenroy intersection - depending on funding availability outside of this project.
Include speed bumps or other traffic calming measures in John Street to help enforce the 40 km/h limit	We do not have the budget to include the intersection of St Johns Street with Glenroy Street as part of this project to reduce speed, but this request will be passed on to the traffic management team.
Stop sign at St Johns/ Glenroy intersection?	NZTA guidance governs the use of stop signs. The intersection does not meet these requirements.
Improve light phasing at intersections eg Rutherford so that pedestrians don't have to cross at the same time as cars are turning	We will pass your concerns onto the Christchurch Traffic Operations Centre, who manage the signal phasing.
Access to car park via Portman should be slower than 30 km/h	Thank you for your comments. This car park access-way is legally a road, which is why it is included on the plans, however it functions as a car park and the speed of vehicles is already low. The speed limit will not be sign posted on the access-way and we expect vehicles to continue to drive as though it is a car park.
Traffic lights outside St Anne's School for school children and residents?	A signalised crossing for cycles and pedestrians will be included close to Maronan Street as part of the Woolston Centre improvements project. While not directly outside the school, this provides a controlled crossing point for schoolchildren, along with the existing Kea crossing.
Use passive calming measures instead	Passive traffic calming measures are included as part of the Woolston Village Centre improvements project.
Signs alerting village Centre and speed sign underneath	We will be including signs as part of the Woolston Village Centre improvements project.
Need to work with businesses to minimise disruption in installing this as well as the Woolston Village improvements	We will be making sure we work with businesses for this, as well as the village improvements project.