

Papanui 30 km/h speed zone	
Submission feedback - Key issues and project team responses	
Key issues	Project team response
Reasons to not lower the limit	
Will cause a delay in travel time and unnecessary frustration and people will avoid the area.	<p>The average speeds observed within the area are currently between 32-42 km/h.</p> <p>On average, it would take an extra 18 seconds in free flowing traffic to travel the proposed section of Langdons Road at 30km/h instead of 50 km/h.</p> <p>On average, it would take an extra 12 seconds to travel the 500m length of Sisson Drive at 30 km/h instead of its current 40 km/h.</p> <p>The reduced speed limit will add minimal delay for drivers.</p>
The proposed changes are not justified in terms of accidents rates and risk.	<p>Of the reported accidents within the proposed area, speed was a factor in 20% of these.</p> <p>Reported crash data is only one factor in determining speed limit reviews. The high numbers of pedestrians was a significant consideration in determining safe and appropriate speeds for this area.</p>
Traffic is self-regulating.	The proposed 30 km/h speed limit is about formalising what is already occurring and encourages consistency across all road user speeds in the area.
Introduce traffic calming measures instead of lowering the speed limit.	This can be investigated further if the proposed speed limit is adopted and observed speeds are not within the 10% tolerance limits.
Remove parking on Restell Street e.g. similar to what was done on Sisson Drive to allow for safer tolerances.	Both Restell Street and Winston Avenue have 'No Stopping' on one side and time restricted parking on the other side to allow for parking turnover for local businesses. Sisson Drive has no business frontages.
There is already a dedicated cycle lane and reducing the limit will have little impact on pedestrian and cyclist safety.	The lowered speed limits will increase pedestrian and cyclist safety across the whole area.
Suggestions to alter what we proposed	Project team response
<p>Extend the 30 km/hr area</p> <ul style="list-style-type: none"> - Include sections Papanui, Main North and Sawyers Arms Road. - Include Langdons Road and the new development. 	<p>Speed reductions for Papanui and Main North Road were considered as part of the recent bus priority scheme. However, the decision was to keep the main arterial roads at 50km/h.</p> <p>Consent requirements for the new development area on Langdons Road is currently being looked into by our Network Planning team and is outside the scope of this project.</p>
Don't lower to 30 km/h as traffic is minimal after hours, to reduce impact to residents	Having speed limit changes at different times can lead to inconsistency and confusion.

have low speed zones for peak times e.g. school zones.	Council cannot set variable speed limits without approval from NZTA.
Reduce to 40 km/h instead.	Staff have included this option in the report.
Other speed suggestions	Project team response
Need good signage showing the 30 km/h area.	Clear signage and road surface painting will clearly identify when road users are entering the 30 km/h zone.
Install speed bumps.	Speed humps are not included as part of this proposal, however this can be investigated further if the speed limit proposal is adopted and the speeds observed are not within the 10% tolerance limits.
Dedicated pedestrian crossings.	There are zebra crossings on Langdons Road and Sisson Drive. There are also pedestrian refuge islands at the main intersections and roundabout in the proposed 30 km/h speed zone area. The amount of current crossing points for the area is sufficient. Reducing the speed will make these crossings safer to use.
Problem areas mentioned	Project team response
The mall intersections are hard to see out of and improvements are needed here.	These concerns have been passed onto Northlands Mall management.
Langdons Road roundabout is not cyclist friendly.	In situations such as this cyclists are advised to take the traffic lane when in a 30km/h or under environment. Road marking changes and additions (e.g.sharrows) could be investigated to encourage this behaviour if this continues to be a problem area.
Pedestrians find it dangerous crossing Restell Street due to speed of vehicles coming off Main North Road.	There are currently pedestrian refuge islands at most locations in the proposed 30 km/h area. If approved the reduced speed limit will assist with safe pedestrian crossings in the area.
Request for a lighted crossing pedestrian crossing between Papanui High School and Pak'n'Save.	There is currently a raised zebra crossing at this location which is adequate for the road width and crossing demand. Pedestrian safety at this location will be further improved with the reduced speed limit.
Other concerns	Project team response
Timing of new lights at Sisson Drive and Sawyers Arms Road is dangerous for cyclists turning right off Sisson Drive to access the Papanui Parallel cycle way on Sawyers Arms Road due to the new lane layout.	This will be forwarded to Christchurch Transport Operations Centre team at the Council (CTOC) to look into; this team looks after any signal phasing requests in Christchurch.