

Safer speeds in Woolston - consultation summary

Consultation process

The three-week Have Your Say consultation period closing Monday 8 July 2019 was supported by hand delivery to approximately 500 Woolston businesses and residents in and near the project area. We posted leaflets to approximately 300 absentee property owners and stakeholders, and emailed or posted to an extensive list that included previous submitters to the 2018 Woolston Village improvements proposal.

Leaflets and posters were also hand delivered to St Anne's School and church office, Woolston Library, New World Supermarket, Office of MP for Port Hills, Tamariki School and Te Waka Unua School.

Ten residents attended a drop in session from midday to 1.00 pm on 26 June at Woolston Community Library Hall. Comments ranged from concern that people would take longer to get to work encouraging them to divert to Linwood Avenue and that speed reduction isn't needed, to suggestions to extend the slower speed area and make changes to manage traffic and pedestrian issues including Johns Street and the Ferry Road/ Rutherford Street intersection.

Seventy-four individuals and groups gave feedback on the proposed speed reductions. NZTA also made some suggestions.

At least 45 of the submissions were from the Woolston area with another 15 from surrounding suburbs and the remainder from the wider Christchurch area and surrounds. Seven of the ten providing Ferry Road addresses support the proposal.

Support for the proposal

Forty-seven including Lyttelton Port Company support the 30 Km/h speed reduction on Ferry Road and 42 support the 40 km/h proposal.

Twenty-nine are in favour of both proposals including the Road Transport Association, Woolston Plunket, Foodstuffs and New World Supermarket, Tamariki School Board of Trustees, St Anne's School and Spokes Canterbury, and 20 Woolston residents.

Key support comments note the improved safety slower speeds will bring for pedestrians, including schoolchildren and the elderly (23), for cyclists (12), and for drivers (5).

Eleven commented on the benefits a slower speed environment in Woolston will bring by encouraging people to spend time in the village as a social and commercial centre.

Additional support and suggestions

Extend the 30 km/h area - Fourteen submitters suggest extending the proposed 30 km/h area. One other considers it would be simpler to cover the whole project area as 30 km/h.

Extend the Ferry Road 30 km/h area - There were at least five requests to extend the 30 km/h area to the east and/or west along Ferry Road for a greater or lesser distance (as far as Rutherford or Dyers Road roundabout and back to Radley or Hargood). Mentioned specifically is improved safety for Bamford and St Anne's School.

Extend the 30 km/h into the side streets - Extending the 30 km/h along the side streets as far north as Heathcote Street or Glenroy Street was also requested by at least five submitters, with particular concern for pedestrian safety and access to the centre. Other suggestions included all streets from Ferry Road to the Heathcote River, and even as widely as all residential streets not through routes - including schools and approaches.

Extend the 40 km/h area - Five request extension of the 40 km/h area, focusing on Johns Street to a greater or lesser extent - up to the full length of the street to Linwood Avenue, with Tamariki School student and elderly pedestrian safety key reasons given.

Other alternatives for speed limit change - Five request that Ferry Road be reduced to 40 km/h not 30km/h, including comment that the new road layout will be sufficient to manage and slow speed through the centre. Alternatively, the whole project area should be 40 km/h. There was also suggestion for a shared 30km/h zone.

Key issues raised

Eighteen specifically oppose the 30 km/h proposals for Ferry Road through Woolston Village Centre.

Key concerns are that:

- Reducing the speed to 30 will increase congestion on a busy road (6)
- Traffic lights and peak flow already slow traffic when needed (11)
- This will cause unnecessary delays and frustration for motorists, especially outside peak hours (5)
- We already cater for pedestrians. (5)

Eleven don't agree with the 40 km/h and a number commented that the speed limits in the area are suitable for the conditions and should be left as they are.

Eleven don't support either the 30 km/h or the 40 km/h speed reduction proposals, eight of these providing Woolston addresses, including one business. Several raised questions about whether there is enough crash evidence or data to support the changes.

St Johns Street pedestrian safety - As flagged above, traffic speed and pedestrian safety in St Johns Street is a key concern for a number of submitters in support of the proposal to slow speed, and three specifically request a pedestrian crossing on St Johns Street to help make it safer for them to get to the village centre.

Related requests

A number of related requests and suggestions were included in the feedback, particularly relating to intersection improvements for pedestrian and school safety. These have been noted and forwarded.

Project team response

A separate table provides project team response to key issues raised in consultation.