

Comments on the Safer speeds in Riccarton proposal

ID	Comments on the 30km/h proposal	Comments on the 40km/h proposal	General comments	Name	Organisation	Role	Suburb	Town / City
Organisations and Businesses								
31046	I agree with this	I would prefer the 30km speed on Rotherham St	<p>I think personally that Rotherham Street should be closed to traffic at certain times of day & only accessible to deliveries early in the morning</p> <p>I say this as (especially during December) traffic is nose to tail on the street, including into this the crossing for the mall & two side alleys for car parks & it is mayhem.</p> <p>If the street was turned into a walking street on certain days & at certain hours it would make for a great addition to Riccarton as well as making the street alot safer</p>		Fox & Ferret Riccarton Ltd	Director	Riccarton	Christchurch
31059	Excellent idea.	No issue with this.	Nothing to add.		Saulsbury & Co Optometrist	Director		Christchurch
31075	Totally support	Totally support	Work on Dallas Street. Live on Rimu Street. Concerned at high speeds people travel through the 4-way stop sign at Rimu/Rata, these streets that are used as shortcuts through residential area. This intersection needs Policing or modification. Would support closure of Titoki St at junction of Rimu and Titoki to stop through traffic.		Dr Malcolm McKellar Ltd	Owner		Christchurch
31081	The current vehicles' speed along this portion of Riccarton Road is around 30-40km/h because of the number of traffic lights. Not sure the impact of such ruling on the traffic flow during busy hours.	The vehicles should be also travelling @ 30 km/h in those streets.	Some cyclists are riding more than 30 km/h along Riccarton Road. How do you restrict them?		John Wong & Associates Limited	Principal	Riccarton	Christchurch

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31089	<p>After studying the traffic in the areas of roads indicated to be changed to 30km, I found there is no evidence of vehicles during the hours of retail services being open travelling at speeds exceeding the proposed 30kn/h already.</p> <p>This was due mainly to the traffic volume at these times and the roading layout which appeared to cause some confusion to many drivers, this raises the question of why there is a need to make the change.</p> <p>However we did find that the changes to the roading design did bring safety concerns that will not be reduced by limiting speed as this will not reduce the possible number of incidents themselves.</p>	<p>By reducing the speed limit to 40km/h will have no affect on speeders who already exceed a 50km/h, it does however by the feedback we have received increase the overall confusion of Christchurch speed limits.</p>	<p>Experience is showing us now that the changes to parts of the cities speed limits have been responsible for a significant amount of confusion and frustration.</p> <p>Both of which has resulted in reducing the number of people willing to enter these area's to either make use of the facilities or shopping.</p> <p>Whereas the roading layouts and traffic controls are mainly responsible for increasing hazards to pedestrians, by reducing vision, encouraging the crossing of roads at non-controlled intersections and misinterpreting traffic signals.</p> <p>Only the introduction of physical barriers separating and isolating the actual hazard from the pedestrians and reducing the likelihood of both coming into contact.</p> <p>By just reducing the level of serious outcome of the resulting incident is not normally a respected control, which is the foundation of the proposal. When isolation and elimination is the global recommended and accepted process.</p> <p>Single minded approaches to city planning will always result in further costly changes in the future due to the inability at the time to recognise the true impacts on the overall environment.</p>		christchurchnz.info			Christchurch
\1122	Supported.	Supported with the exception that the service/car park service road between Kauri St and Rimu St be reduced to 20kph.	Supported. I'd like the council to explore ways in which to enforce the reduced speed limits starting with buses and trucks which from my experience living along Riccarton Road are not currently observing the 30kph roadworks speed restriction.		Kauri Motel	Owner	Riccarton	Christchurch

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31150	Great to see the proposal to reduce speeds through this area which should make improvements for pedestrians by deterring traffic and improving safety for road crossings.	Great but would recommend that this is extending to include Maxwell and Dilworth which are dangerous for pedestrians who are elderly or have mobility impairments to cross to get to and from the Mall.	Pedestrian safety would be improved with pedestrian priority crossings on Dilworth and Maxwell. This is something that our organisation has requested since the Mall was first extended years ago. Currently there is only one signalized crossing at Clarence Street and this requires crossing roads and for some carpark entrance/s to reach. For someone with lower exercise tolerance this is a challenge. Cars park over the zebra crossing queuing to turn which is also a barrier for pedestrians. Built up ramps with zebra crossings to access all entrances for people travelling from the South would be removing barriers.		Blind and Low Vision NZ	Rehabilitation Instructor		Christchurch
31154	Our observation is that generally daytime vehicle speed is well below the posted 50km/h along these portions of Riccarton Road & Rotherham Street and restricting it to the proposed 30km/h is unlikely to negatively impact journey times. Pedestrians appear to be migrating through and congregating in the Riccarton Rd/Rotherham St area more frequently as a result of the bus hub. Lower speed limits are unlikely to impact on our business. We support the proposal.	<p>Our observation is that traffic often uses these routes as detours to avoid congestion and/or to enter the area to park and walk into the mall.</p> <p>We are concerned that having three speed limits in a small area could be confusing to road users. Have you considered a 30km/h limit to this area as well? if so we would support this.</p> <p>Please consider the addition of some traffic calming features to encourage more cyclists to traverse the area. This might also inhibit higher vehicle speeds.</p> <p>Please DO NOT remove the 4 way stop sign at Rimu/Rata as it is an effective speed management device.</p> <p>Please consider improving the alignment of traffic travelling through the Titoki/Rimu dogleg.</p>	We support the two speed amendment proposals.		TFT Properties Limited	Director		Christchurch
31165	Being a Social Service provider, all prevailing laws must be fair and just to all age categories. This is one that addresses safety, thus our organization fully supports this recommendation	We support this proposal mainly to support all road users safety.	We endorse both proposal on the ground of safety and well being of everyone, the motorists and the pedestrians		Canterbury Fiji Social Services Trust	Manager	Upper Riccarton	Christchurch

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31198			The proposal is consistent with the requirements of the Land Transport Rule: Setting of Speed Limits 2017 (the Rule), and the expectations of the Speed Management Guide. It should be noted that the road layout changes being made for 30 km/h proposal need to ensure Council meets the requirements of clauses 3.3(3) and 4.4(2)(c) of the Rule.		NZ Transport Agency	Manager Safety Network		Wellington
31221	I strongly disagree - it causes traffic build up. It is up to pedestrians to look out for cars on the road i.e. not jay walking. I believe, that as a cyclist, the roading is perfectly fine for cycling. The only problem is the lack of attention by drivers. There are lot of drivers driving in a straight line looking at their cell phones.	I strongly disagree. The council has not helped the situation with a lack of attention to traffic flow - see below.	<p>Christchurch roading conditions are poor, it is hard to get around with a lack of</p> <p>a) dedicated turning lanes e.g. Wairakei Road</p> <p>b) lack of turning arrows at traffic lights e.g. Wairakei Road, Memorial Avenue</p> <p>c) access to malls off busy streets e.g. Matipo Street and Barrington Street cause traffic delays that flow back for kilometres. Why is there an entrance to Barrington Mall off Barrington Street, right before 3 sets of traffic lights in a few hundred metres.</p> <p>With those points in mind. The traffic builds up and the introduction of 30kmh speed limits will further impact on traffic flow when are not necessary. Speed does kill but so does lack of attention, i.e. making a mistake. When traffic is impeded there is increased road rage and lack of attention. It does seem that motor vehicle traffic is frowned up when there are some people who simply are not able to take public transport or cycle. I am travelling from Riccarton to Burnside 4 days per week to pick up my disabled daughter then home to Cashmere. The journey is 10.9km and takes 60 minutes each evening, I also arrive home car sick - even when driving. Why don't you go back to the drawing board, leave the speed limits as they are and work on making traffic flow easier. That would be a win/win for your rate payers.</p>		Bartram's Limited	Practice Manager	Riccarton	Christchurch

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31222	<p>See Attachment at the end of this document Thank you for the opportunity to submit on the proposed speed restrictions on Riccarton Road close to the Westfield shopping Centre. Reading and road safety are important considerations in public health. There is good evidence that speed reduction saves lives and prevents injury.</p> <p>The Canterbury DHB strongly supports the proposed 30km/h speed reduction on Riccarton road. This will increase road safety on a very busy road that motorists share with pedestrians who cross on several areas on Riccarton road (both at pedestrian crossings and at other areas on the road), as well as cyclists and other commuters.</p> <p>The Canterbury DHB have recommendations to be considered to further improve safety.</p> <p>1) The Canterbury DHB recommends that the 30km/h speed reduction begin earlier, at the intersection at Straven Road (See attached plan). This area has a number of stores and restaurants and there is a significant amount of foot traffic in that stretch of the road. Given the business of the road the signage at the proposed interaction will also be more visible to drivers.</p> <p>2) The Canterbury DHB recommends that the 30km/h be extended to include all the streets around Riccarton Mall. The reason for this is that the present speed limit of 50km/h in these roads (eg. Matipo Street) are busy with people exiting and entering the mall. The need to enter these busy streets can lead to dangerous attempts to enter the flow of traffic (See attached plan).</p> <p>The above recommendations are becoming more relevant that they were before Westfield bought the blocks to the east of the mall to develop. The anticipated expansion will further increase pedestrian and motorised traffic.</p>	<p>The Canterbury DHB agrees with the proposed speed reduction in the adjacent streets but recommends that the speed limit at these streets be reduced to 30km/h as well (see attached plan). These streets are residential areas that should not be used as thoroughfares by commuters. A 30km/h speed limit would increase safety and be a stronger discouragement to use these streets to avoid the main road.</p> <p>These streets are also busy at weekends when the Riccarton Market is open, this will further increase safety for the pedestrians visiting the market.</p>	<p>It has been noted that the traffic flow out of Rimu street has been significantly compromised by the change of the pedestrian crossing now located to the west of Rimu street. This has had the consequence that waiting traffic blocks those wanting to exit Rimu Street.</p>		Canterbury DHB	Policy Advisor		Christchurch
31201	See attached submission and appendices at the end of this document	See attached submission and appendices	See attached submission and appendices		Riccarton Bush Kilmarnock Residents Association	Chair	Riccarton	Christchurch

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31292	We oppose this move. This is one of the most congested stretches of road in the city and slowing it down will make it worse with no provable benefit in terms of road safety	We oppose this. We don't understand why the Council keeps wanting to discourage shortcuts off busier roads? Why is the Council trying to funnel traffic onto busy roads that already beyond capacity? Why is the Council so opposed to having fewer drivers on the busiest roads? If the residents off those streets are that bothered by shortcutting vehicles they should move. This move also benefits a handful of residents at the expense of the many.	We oppose both measures and our members will not comply with the new limits. This Council needs to stop tinkering with the roads.		Christchurch Citizens Collective	Spokesman		Christchurch
31307	See attachment at the end of this document	See attachment at the end of this document	<p>This feeble attempt to implement safer roads in Christchurch, while appreciated, confirms the problem of timidity at Council which fails to deliver safety or transport equity.</p> <p>Riccarton Road is busy, congested and unsafe at 50km/h. Serving many local shops and the mall makes safe access by all transport modes a matter of equity. Lowering the speed is the easy low cost first step to safety and fairness. By itself, and in this piecemeal fashion it is barely a "baby step".</p> <p>How can people on bicycles safely access the businesses on this road? The UniCycle MCR provides a very indirect alternative route. The cycle lanes on busy Blenheim road provide an alternative unattractive to all but experienced cyclists. Neither serve the commercial centre of Riccarton. The infrastructure on Riccarton Road is compromised by on street parking, narrow lanes, bus stops and congestion. Road fairness is not achieved and Council's own climate goals undermined by continuing to provide car centric solutions.</p> <p>The speed limit reduction being limited to the area bordering the mall is nonsensical. The area is already slow go due to traffic. Expanding the reduction to the entirety of Riccarton Road from Deans Ave to Hansons Lane will at least give people on bicycles a safer route between the closest cycle</p>		Spokes Canterbury	Submissions Convener	Cracroft	Christchurch

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			<p>infrastructure to connect to the UniCycle, South Express and Little River MCR's, in support of Council policy found in the 2018 LTP Service Plan for Active Travel.</p> <p>Speed reduction is appreciated for the residential streets. Please expand to include both Matipo and Clarence and the congested on street parking street of Maxwell/Dillworth which connects them. The proposal only provides limited access to/from the UniCycle route. People on bicycles come from all directions and routes.</p> <p>Council's defacto "Ghettoizing" of people on bikes to a few options which may or may not, be suitable, meet needs or be even safe needs to be replaced by the understanding that people on bikes need access equivalent to that provided to cars. Spokes remains open to sitting down with staff to sort out Quiet Streets routes to give people on bicycles safer routes for accessing the mall and local shops.</p> <p>Spokes supports the lowering of speed limits, we do not support this half-hearted effort.</p>					

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31309	<p>Riccarton Road is a major public transport corridor. The purpose of public transport corridors is to enable fast and direct travel by bus to the key destinations around Christchurch. As a result, there are currently various bus priority measures, including bus lanes and traffic signal priority, on Riccarton Road to help speed up bus journeys.</p> <p>The proposed speed restriction of 30km/h on Riccarton Road is likely to increase the travel time on bus trips through Riccarton, especially during off-peak and inter-peak times. Therefore, our preference is to keep the speed limit unchanged at 50km/h. If Christchurch City Council were to proceed with speed reduction, we would prefer that the Council applied 40km/h universally to all roads affected as this would have less impact on bus travel times compared to the 30km/h limit. This approach would provide consistency and reduce confusion for road users.</p>	As above	Please disregard my previous submission as it was submitted by mistake and incomplete		Public Transport Division, Environment Canterbury Regional Council	Public Transport Operations Planner	Christchurch Central	Christchurch

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31353			<p>This idea to lower the speed limit for a small area of road will only damage the businesses in this area even more.</p> <p>The construction has already caused so many businesses to permanently close their doors. This has been going on for years and yet the road is not fixed.</p> <p>I have lost business and customers because of this and implying a new speed limit will only make the area less desirable for customers.</p> <p>Finish the road works and leave Riccarton alone, we need things to go back to normal as soon as possible.</p> <p>We know this speed limit will be bad because we see at our location in town, where bike lanes take a huge part of the road and bus lanes just show the unnecessary waste of money and space on the road.</p> <p>We say no to the Speed Limit.</p> <p>Dimitris Greek Food.</p>		Dimitris Greek Food			Christchurch
31419	The organisation certainly supports the 30 km/h proposal in this busy centre. They always like to see safety initiatives including 'macro connections' such as the pedestrian build-outs that will support this initiative.	Support also noted for slowing traffic speed close to the elder care facility at the Matipo Street end of the project area.		Philip Haythornthwaite	Disabled Persons Assembly			Christchurch

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31571			<p>As per our discussion today below are the final comments on the proposed speed decrease for Riccarton Road. These comments are also the combined comments of Alan Traill and Pak N Save manager Rob Dixon.</p> <p>1/ We believe that the proposed reduce speed limit reduction to 30kph on Riccarton Road between Straven and Matipo Street will have a detrimental effect on our businesses.</p> <p>2/ I believe that the busyness of Riccarton Road allows traffic to self-manage a lower traffic speed when required and when there is no traffic people are able to travel at 50kph without a sense of frustration. A 30km speed limit at 7pm at night when traffic is becoming lighter will have a negative effect on customer sentiment.</p> <p>3/ The perception of the lower speed limit will deter people from coming to Riccarton as they will think it is a 'hassle' to get there, therefore changing people's shopping behaviour.</p> <p>4/ We would strongly encourage Council to not change the speed limit and assess the affect of the road changes before making any major decisions.</p>	Kirstie McNulty	Scentre Group	Centre Manager		
31648			New Zealand Trucking Association has no issues with the proposed speed limits for central Riccarton as outlined in the proposal.	David Boyce	New Zealand Trucking Association	Chief Executive Officer	Hornby	Christchurch
31231	No	No	We do not need speed limits on Riccarton Road. Less interference on businesses on Riccarton Road is much appreciated. We need normal traffic flow to survive in this economic environment.		Might Express Store		Riccarton	Christchurch

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Individual feedback								
31049	I support this	I support this	In general I support actions that emphasize the shared nature of access in our built up areas. Absolutely vehicles need good access but not exclusive access and not at the expense of excellent public transport, cyclists and pedestrians. Theres room for all and a slightly decreased speed in very busy areas is a small price for drivers to pay. Not all vehicle drivers are willing to acknowledge that sharing the use of our roads is the necessary way forward in busy urban spaces so moves such as this are a good start.	Linda Keall			Sockburn	Christchurch
31050	Yes please! The other 30k areas are brilliant. Much safer for cyclists and mindful driving is cool.	Only if 30k is rejected.	Fully support lots more 30k zones around the city	Mikaere Greenslade			St albans	Otautahi
31051	Makes a lot of sense and it's very hard to travel faster than that anyway. Could consider extending it easy to Picton Street to include busy Straven Road intersection with many pedestrian and cycle movements.	Makes sense.	Great work, but also needs strong thresholds, not simply signs and markings, but raised platforms, colour, and vertical elements to create a 'portal effect'. It will need to be visually unmissable.	Grace Ryan				Christchurch

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31054	Fantastic, do it	Fantastic, do it	Please roll out more 40km/h to suburban Christchurch, my street in particular would benefit from this	Chris Odell			Avonhead	Christchurch
31055	Sounds like a really good idea that will make people safer	This is a good idea for the residents safety	It would be good to consider this for other suburban shopping areas such as Sydenham	Sally Provan			Sydenham	Christchurch
31056	I support the reduction of speed to 30km/h and would be comfortable with the zone being extended further in both directions but especially to the East	as someone who uses these streets to connect the Unicycle route to/from Riccarton Mall I fully support a speed reduction on these streets, I believe reducing it down to 30km/h would reduce confusion and make it safer for all		Steve Arker			Cracroft	Christchurch
31057	Great idea to make Riccarton safer!!	Great idea to make Riccarton safer!!	Great idea to make Riccarton safer!!	John Watson				Christchurch
31058	I fully support the proposed speed limit	I fully support the proposed speed limit	Please consider extending the 30km/h zone to Picton Ave or Mandeville Street, as this area is also very busy with pedestrians.	Fiona Bennetts			Harewood	Christchurch
31060	I think it's great. I regularly cycle around uni and Riccarton and have many near misses with vehicles.	Very good, especially with the market and young kids.	Anything that will help keep pedestrian/cyclists safe are very good! I would love to see a separated cycle lane connecting uni-cycle with the shopping centre	Aaron Gyles			Somerfield	Christchurch
31061	Support	Support	This area is fairly dangerous. I would support it being further extended around the mall district.	Cody Cooper			Halswell	Christchurch
31066	I think this is just going to be another road to avoid unfortunately. I understand the safety aspect being a paramedic. But this is one of the reasons I try and avoid town now. I don't think slower speed limits change things it's all about public awareness, being alert etc. I feel keep the speed limit at 50km because people can get from A to B faster, will keep the already traffic congestion flowing and I don't feel there will be an increase or decrease in accidents.	I think this is just going to be another road to avoid unfortunately. I understand the safety aspect being a paramedic. But this is one of the reasons I try and avoid town now. I don't think slower speed limits change things it's all about public awareness, being alert etc. I feel keep the speed limit at 50km because people can get from A to B faster, will keep the already traffic congestion flowing and I don't feel there will be an increase or decrease in accidents.		Will Maynard			Leeston	Christchurch

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31067	The traffic doesn't flow very fast anyway, so the 30km/h limit probably wont change things	On the side streets around our neighbourhood, there is no need to reduce the speed. It is away from the congestion of Riccarton Mall and does not have the same risks with people wandering around and over the roads. The drivers are capable of looking out for any odd pedestrian and (some of) the residents moaning that they want drivers to slow down is not a robust reason for reducing the speed. 50kmh is deemed to be safe around town so, without the same risks of the mall, there is no good reason to reduce the speed on the side streets.		Susie Band				Christchurch
31068	excellent and overdue. Would like it extended to Rata, Kauri and Rimu Sts . Here there is constant speeding - traffic is already slower in Riccarton Rd	we find in Rata St that cars speed up here to get away from slow traffic in Riccarton Rd, especially as they round the bend from Kauri after exiting from Riccarton Rd. Greater reduction best as cars tends to inch over the restricted speed...		Rosalie Souter			Riccarton	Christchurch
31070	I support this proposal. Pedestrian safety should be the utmost priority. This section of Riccarton Road has a high level of pedestrian activity and it is unsafe for cars to pass at 50 km/h at busy times. It is probably safe to retain a 50km/h limit during quiet hours (e.g. 10pm-7am).	I support this proposal		Kieran Williamson			Christchurch Central	Christchurch
31071	Strongly support	Strongly support. Would like it extended to roads on other side of Riccarton Bush e.g., Totara and Puriri. Increased enforcement also required as currently cars exceed the 30kmh limit on the shared Unicycle with impunity		Thomas Young			Fendalton	Christchurch

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31072	<p>Absolutely ridiculous.</p> <p>There is no need. Especially when you plan to build island all through the middle of Riccarton road. It will make traffic build up and cause more congestion.</p>	<p>Absolutely ridiculous.</p> <p>There is no need. Especially when you plan to build island all through the middle of Riccarton road. It will make traffic build up and cause more congestion.</p>	<p>I think what the CCC has already done to the Riccarton area is ridiculous. First of, the unlimited amount of unnecessary road works. Who in their great minds thinks it's a good idea to put trees in the middle of the road. You're going to block the view of unwanted pedestrians trying to cross. You have also taken out many carparks which are needed for the small businesses outside of Riccarton Mall. You are literally ruining their business, and for many, it's all the income they get. You should be supporting local businesses, not tearing them down like you did in the city after the earthquakes.</p> <p>Secondly, you've started putting up cameras trying to snap people using the bus lane to turn left, when there is literally no other option. If there is traffic for 10meters down the road, and you can clearly use the left lane to turn left, why shouldn't we be able to. If it was a bus, you would allow them too. You need to be fair to all users off the road. Especially when we are paying tax aswell.</p> <p>Finally, reducing the speed will not help anything within the Riccarton area. It will entice more road users to find alternative routes and use speed there. Had CCC not ruined everything else with Riccarton road, drivers would not feel the need to use side streets as often. But due to constant roadworks which seems like they started back in 2010 and will end in 3010, you've left people with no choice.</p> <p>I believe the CCC need to be more open, and post these public "Have your say" forms daily, so you can get the true feedback of the citizens of Christchurch, before you go ruin it once again, like you have in the city.</p>	Bronte Barber			Upper Riccarton	Christchurch

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31073	Please don't. I already avoid the central city like the plague, 70% because of the 30 zones, and 30% because of the primary school drop out level intelligence traffic engineering through there. Leave it as is, because if there's one thing everyone in Christchurch can tell you, it's that when the city council traffic "engineers" touch something they without fail make it worse.			James Oldham				Christchurch
31077	Completely support this. It's done wonders for the centre city and makes a lot of sense for riccarton mall	Fair complaints by residents, why not also drop all the way to 30km/h too? I imagine drivers could ignore a 10km/h difference?	Thanks for keeping us safe :)	Blake Quartly				Christchurch
31079	I agree. This portion of the road is unsafe for pedestrians if divers go over 30km/h	I agree. If the 30km/h proposal is progressed then the adjacent side streets need to be 40km/h.	<p>I agree with all speed limit suggestions in this proposal. I live on Rata street and support the 40km/h proposal. There is heavy traffic on this street, especially on Saturday mornings when the market is on, and it is dangerous getting in and out of our driveway of drivers are doing the current 50km/h limit.</p> <p>I have another comment. I would lie to see parking exemptions for that live on our area for the 120min parking limit. It is a very difficult restriction to live around, especially when friends/family come to visit or stay. How can I progress this matter.</p>	Fiona Gurevin			Riccarton	Christchurch

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31083	AT that speed drivers will avoid Riccarton road		<p>The council are neglecting the businesses who employ people who pay their rates by preventing parking</p> <p>Riccarton road has been a thriving business area and your planning to plant trees will limit the traffic flow please consider the businesses who are trying to make a living</p>	JOHN CARTHY			Merivale	Christchurch
31084			<p>I think it's fair to introduce a speed restriction on Riccarton Road and the wider areas(orange) illustrated in the map. However, I feel 40km/h instead of 30km/h might suit it better.</p>	Tony Chantley			Avonhead	Christchurch
31092	Support	Support		Digby Symons				Christchurch
31095	<p>Yes, please! Ideally it could be extended further to say Clyde Road to the west and pretty much all the way along Riccarton Road to the East. This would make the road a lot safer for vulnerable users and promote a more pedestrianised culture. Removing on street parking would also be a great part of making this part of the city more friendly.</p>	<p>Yes, please. should extend to any likely ratrun areas.</p>	<p>Removing on street parking would make the environment a lot more friendly and there is already a large amount of off-street parking available. Removing the on street parking would enable footpaths to be widened, bike lanes and a more cafe culture to develop.</p>	John Ascroft			Bishopdale	Christchurch
31097	<p>I support the reduction in speed limit to 30km/h to create a more pleasant, safer environment for pedestrians shopping in the area. This limit should be present in all commercial centres throughout the city</p>	<p>I support the reduction in speed limit to 40km/h on the adjacent residential streets and believe this zone should be extended to all local roads in the city. The lower travel speed facilitates a safer environment for all road users, and more pleasant living for the residents</p>		Alex Dean				Christchurch

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31100	<p>I strongly support the suggested areas for 30km an hour. This will make a huge difference in both safety and stress for people on foot and riding bicycles.</p> <p>I don't understand why the speed limit stops at the crossing between Clarence and Rotheram St. I would advocate to keep it at 30km per hour all the way to Deans Ave - there are busy shops and businesses all the way down that part of Riccarton Road - and 30km per hour seems entirely reasonable (quite apart from the fact that the traffic seldom moves faster than that anyway. Changing the speed limit to 50 is simply confusing for drivers.</p> <p>I'd also prefer to see the limit extended down to Rattray Street (past Matipo). There are some businesses between those two streets which have narrow driveways to carparks at the back of them which makes trying to get a car into them difficult. Slowing the traffic would help this.</p>	<p>I support these changes and would like to see all suburban streets that are not very wide slowed to 40km per hour as a standard right around the city. slower traffic is quieter as well as safer and makes for better living conditions.</p>	<p>Thank you for bringing in slower speeds around our city and thanks for the opportunity to comment. I write as someone who frequently bikes around the city. It is gradually becoming easier safer and more welcoming for me to do that and I really appreciate it. It would seem I'm not the only one given that I'm also seeing many more people biking on a much wider range of bikes than I used to.</p>	Chrys Horn	n/a	n/a	Halswell	Christchurch
31101	<p>Are you kidding me? That street is already the worst to drive down, constant roadworks to boost budget costs, and now you want to add a speed limit that most sensible people hate in the city center? We already have some of the lowest speeds in the world and the highest crash rates. It has nothing to do with speed, but you already know this you just need and excuse to spend money and not actually fix problems.</p>	<p>See above.</p>	<p>I know that the majority of people will disagree with this change, and we all know you'll just do it anyway. The council has been actively working against the public for years now.</p>	Isaac Gardner				Christchurch
31105	<p>It will need to be 30km/h in Riccarton Road with the new road layout. Riccarton Road is going to be so narrow with bus lanes and people wanting to cross the road where ever they feel like crossing.</p>	<p>I agree there needs to be a lower speed limit in the proposed area but it will create a great deal of confusion going from 50 km/h then to 30km/h on Riccarton Road then to 40 km/h in the proposed 40km/h area. Why not have everything just at 30km/h?</p>		Jane Kelman			Riccarton	Christchurch

Comments on the Safer speeds in Riccarton proposal

ID	Comments on the 30km/h proposal	Comments on the 40km/h proposal	General comments	Name	Organisation	Role	Suburb	Town / City
31110	<p>What a great idea.Sooner the better.Thank you.</p> <p>Keep up the good work..</p> <p>I am sure the emergency service would appreciate the low speed.Heaven forbid u r put a row of tree down the middle of the row.Its hard enough as it is .I would like to see the cyclist to obey a 30kmh speed limit.</p> <p>They need to be accountable for their actions.Organise the Police to put a speed camera there to target the cyclists ,u would be surprised how fast and reckless the cyclists are.</p>	<p>No make it all 30kms .The Riccarton Market with its surrounding street should be all 30kms.Kauri , Rata and Rimu on the Saturday need 30kms NOW.</p>	<p>So all the traffic travells at the same speed thru both the residential and commercial zone, but also the Education zone in Kotare and Puriri Streets.</p> <p>I am in the Transport Industry and also a Driving Instructor a d Assessor .</p> <p>From my many years of experience I suggest having a mixed bag of speed limits does not work.Confusion.The local would find it difficult but what about a visitor our neighborhood with its a local or overseas person.</p>	John McCormack				Christchurch
31111	<p>Yes! This is a great idea, it's a really difficult stretch of road to be a pedestrian or a cyclist on currently, and lots of other alternate routes exist.</p>	<p>Yes! I support slower speeds on residential streets</p>		Irene Whyte				Christchurch
31112	<p>I support this, but it should extend further, West as far as Wainui St (to make sure drivers have definitely slowed down by the time they get to the mall) and East as far as Dean's Ave</p>	<p>Again, I support this but extend on to Kahu and Kilmarnock</p>		Ian Chesterman				Christchurch
31116	<p>The 30km/h area should cover Riccarton Rd from Matopo St to Harakeke St. There are just as many shops and pedestrians on the eastern half of Riccarton Rd, as on the western half.</p>	<p>This speed limit should be reduced to 30 km/h in all the proposed areas. However, we are skeptical that these lower speed limits will be enforced sufficiently to make any difference to the safety of residents. Closing the Riccarton road end of Kauri St would, however, make a substantial improvement to pedestrian safety.</p>		Tony Dale				Christchurch
31119	<p>I cycle on these roads a lot to commute, they are presently congested with traffic that is moving slowly due to the number of stops with traffic lights for roads and pedestrians. It is not safe to ride along between the parked cars, pedestrians and traffic on the road.</p> <p>30km/h is sensible for overall improved safety but that will not make it a safe place to bike. People have died on this road from cars hitting them from behind and the side. More needs to be done to make these roads safe for cyclists.</p>	<p>as above</p>	<p>as above</p>	Michele Laing				Christchurch

Comments on the Safer speeds in Riccarton proposal

ID	Comments on the 30km/h proposal	Comments on the 40km/h proposal	General comments	Name	Organisation	Role	Suburb	Town / City
31127	This will help Riccarton feel like a proper neighbourhood and not simply a thoroughfare. Longterm will be great for businesses in the 30K area due to increased foot traffic.	Strongly agree with this also		Tessa Peach			Central Christchurch	Christchurch
31130			I don't mind what the actual speed limits for each area are, but I do want them to match exactly or have the purple residential streets LOWER than Riccarton Road. If Riccarton Road is 30kph and the residential streets are 40kph then cars will choose to avoid Riccarton Road and drive down residential streets instead.	Lois Dalton			Riccarton	Christchurch
31119	As an occasional cyclist, regular pedestrian and regular driver on Riccarton Road, I support the proposed 30km/h speed limit on Riccarton Road. Once the bus lane is complete, cyclists will require more protection when a bus is at a Bus Stop, 30km will give them increased chance of survival in the case of a collision.	I support the 40km on Kauri, Rata and Rimu Streets. These streets are narrow and often have drivers looking for carparks. Lower speeds are a good option to increase safety, particularly for the large number of pedestrians that ChCh Boys High creates in the morning before school and in the afternoon about 3pm.	The address I have given above is my work address, I have worked on Riccarton Road for over 20 years, looking forward to lower speeds in the Riccarton area. If drivers are concerned about taking a few extra seconds while travelling through the Riccarton area, they should be taking alternative routes like Blenheim Road.			Accounts manager Toniq Ltd	Riccarton	Christchurch
31118	Expecting drivers to slow from 50kph to 30kph then back to 50 kph again over such a short distance is unreasonable and drivers will struggle to comply. I have no doubt a speed camera placed in the zone will be a lucrative money earner, but it is supposed to be about safety. Either extend the 30 kph zone across the Matipo and Straven intersections, or impose a 40kph restriction instead of 30kph.	Whatever speed limit is imposed in Central Riccarton should be the same as that imposed on the adjacent streets. That said, I have no confidence any reduced speed limit will have much effect on adjacent streets. Traffic will detour down Kauri Street in increasing numbers regardless of what speed limit is imposed on those streets, and I have no confidence there will be any effective enforcement. Encouraging traffic to detour will also divert potential customers away from Riccarton Road businesses.	If this proposal goes ahead in any form I would support closing Kauri Street just north of the entrance to the service lane (where Kauri narrows). This will prevent shortcutting. It will also allow the confusing four-way STOP sign intersection at Rimu/Rata to be altered. Closing Kauri will also benefit Riccarton Road businesses. Whatever proposal is adopted it is crucial to retain parking time restrictions on Kauri, Rata, Rimu and Titoki Streets.	Tony Simons			Riccarton	Christchurch

Comments on the Safer speeds in Riccarton proposal

ID	Comments on the 30km/h proposal	Comments on the 40km/h proposal	General comments	Name	Organisation	Role	Suburb	Town / City
31134	I fully support the proposed 30km/h speed limit. With pedestrians and cyclists around the road is unsafe at higher speeds, and will be even more unsafe once the median is in place.	I fully support the 40km/h proposed speed limit. It is important to not have fast traffic in these not-very-wide streets, to preserve pedestrian safety in particular. You'd be mad to do 50km/h down Rotherham St, for example.	The safety of other road users (pedestrians, cyclists, kids, little old ladies...) is more important than the inconvenience of adding another minute to my drive.	Roy Britten			Upper Riccarton	Christchurch
31135	I oppose the proposal.	I oppose the proposal.	<p>There is no need to play with the speed limits on Riccarton Road and surrounding streets.</p> <p>Those who walk walk on the footpath.</p> <p>Those who drive drive on the road.</p> <p>There is clear separation between the footpath and the road.</p> <p>There is no justification to reduce or otherwise play with the speed limits.</p> <p>Don't fix what is not broken. There are enough broken things in the city which need fixing, but this is not one of them.</p>	Shirish Paranjape			Avonhead	Christchurch
31137	I support this proposal.	I believe Rata, Kauri, Rimu and Titoki Streets should also be restricted to 30 KPH.	The 30 KPH zone needs to be extended to include the approaches to the intersections at: 1) Riccarton/Clarence/Straven and 2) Dilworth/Clarence. Both these intersections have high volumes of pedestrian traffic. Despite there being traffic lights for pedestrians, crossing these roads is hazardous. Motorists tend to be concentrating on other vehicles while pedestrians have poor visibility of oncoming vehicles.	Mike Fitzgerald	N/A			Christchurch
31138	Good	Good	Support speed limit change	Yu-Ling Liu				Christchurch
31140	No I don't support this as have been to meetings where we have discussed the trees in the centre of Riccarton Road and that is so stupid. And now the 30km suggestion just crazy	Well if there has to be restrictions then 40km is better but still think the trees in the middle of the road are more of a hazard than anything	As above but seems to me that is a waste of time asking as feel we are not listened to . Know council have a hard job but as residents are we really listened to. ?	Margaret Gordon			Riccarton	christchurch

Comments on the Safer speeds in Riccarton proposal

ID	Comments on the 30km/h proposal	Comments on the 40km/h proposal	General comments	Name	Organisation	Role	Suburb	Town / City
31141	I fully support this proposal	I fully support this proposal		Maria Connolly			Riccarton	Cheistchurch
31142	Support 30kph (I would support this speed limit on any street with on street parking).	Would prefer there was a single "unusual" speed limit of 30kph or leave it as a 50kph	<p>Makes more sense to reduce it all to 30 or leave some of it at 50.</p> <p>Would the next step be a 35kph limit, then 37.5kph limit....?</p> <p>Keep it simple & don't introduce a 40kph limit (either go for 30kph or 50kph).</p> <p>30 or 50 - I want to be looking at the road not looking for multiple incremental speed limit changes.</p>	Mark Penrice				Christchurch
31143	Should have been done a long time ago	Why oh why are you reducing Riccarton Rd to 30 but making the side streets 40? By you own admission people are already using the side streets as a short cut - by having the speed limit 10 km/hr more is encouraging it. They should be 30 the same as Riccarton Rd, plus should have enforcement, otherwise it will just be ignored. Cars already drive in excess of 60 km/hr down there, particularly Rata Street. Also how about a judder bar, say one on each section of each street which stop cars accelerating hard.		Simon Unger			Riccarton	Christchurch
31144	I think this I a good idea but it needs to been from Riccarton rd up to Blenheim Road to cover Wharenui Primary school . The amount of people that speed past the school or stop at the crossing.		The CCC need to drop the speed to 30 km past the Harrington park as theres alot of cars speed there and kids have been neatly hit because of the corner too. Boy races love Riccarton streets	Jacinta Roosing			Riccarton	Christchurch
31146	I think that Bradshaw should be 30 km/h as well. We have a lot of parking and traffic coming and going. Some of us have little visibility when driving out of our drives.			Lorraine Sunde			Riccarton	Christchurch
31147	Either increase to 40 kph or keep at 30	Either decrease to 30kph or keep at 40	Common sense says keep to 1 speed limit because if you go with your proposals you end up with 3 different speed limits....along	Nick Williams			Riccarton	Christchurch

Comments on the Safer speeds in Riccarton proposal								
ID	Comments on the 30km/h proposal	Comments on the 40km/h proposal	General comments	Name	Organisation	Role	Suburb	Town / City
			with the 50 either end of the 30. Too many different speed limits confuses and annoys drivers.					
31149	Agree on the proposed 30km speed limit for Riccarton Road. Considerably safer in a high traffic area.	Agree on the proposed 40km limit for side streets adjacent to Riccarton Road. Parked cars and the layout of these streets is such that most traffic is moving at reduced speed now anyway. A regulation speed limit of 40km will set the benchmark.	I am a property owner in Kauri Street.	Janet Brown			Riccarton	Christchurch
31157	I would like this speed limit 30 km to go ahead It works well in the CBD despite a lot of initial criticism As a local of 40 yrs as a cyclist, pedestrian and motorist it will make for safer access			Brigid Buckenham				Christchurch
31160	Agree totally	Agree totally	Problem WHO is going to enforce it!!! It will sadly not be adhered to!! my reason are since Jan 2019 we have had 40kph in the Longhurst/Knights Stream subdivision very few adhere to it,in fact it is a joke.Despite pointing out to CCC on numerous occasions that the speed signs are totally inadequate,road markings are needed similar to the CBD nothing done!!!!As we have a new school,skate park.2 early child care centres and a number of playgrounds the speed limit needs enforcement.This why,I cannot see the Riccarton proposed speed changes working.We have the Orange Bus operating thru the area one of the worst offenders!! tried on many occasions reporting it to there Management NOTHING changes,apparently there timetables don not take into account slower speeds.	Geoffrey Allisn				Christchurch

Comments on the Safer speeds in Riccarton proposal

ID	Comments on the 30km/h proposal	Comments on the 40km/h proposal	General comments	Name	Organisation	Role	Suburb	Town / City
31161	Great Idea. I think this will be good for business and people shopping. Places that are more pedestrian friendly are proven to make business more successful.	Great Idea. Should be implemented in way more places.		Liam Speechlay				Christchurch
31168	With 30km/h it's a good idea. How many are actually following it in the central city. For instance on Rolleston Avenue, when ever I reduce my speed, I feel like the vehicle behind is tail gating me. In the week days it will good but during holidays and weekends am not sure.	It is good to have 40km in those areas	Why the new layout. Don't make our city congested and roads narrower like Wellington and over that they want bus lanes. At least Christchurch have wider roads(wonder how long our council keep it like that).	Ram Kodukula			Burnside	Christchurch
31170	This cost us rate payers \$1.20 each reply also printing costs when Council make up own minds and take not notice.		Get real Phillipa, you would be lucky to get out of 1st gear on Riccarton Road anytime, so why waste rate payers money pushing out rubbish like this. Instead of wasting rate payers drop \$100 or so of rates.	Fay Ronan			Riccarton	Christchurch
31171	Yes very sensible idea. It would increase safety and there are quite a few traffic lights close together, so to me, a reduction in speed makes sense.	As above	I am very impressed with the organisation efficiency and speed with road works. I live on Riccarton Road, by Matipo St and have found them to have not caused a lot of problems. Well done Fulton Hogan especially as they are ahead of schedule by such a large amount of time.	Judy Barnden			Riccarton	Christchurch
31172	Agree	Agree	Well planned safer speeding for area, Fulton Hogan excellent PR while undertaking road construction.	Max Bowden			Riccarton	Christchurch

Comments on the Safer speeds in Riccarton proposal

ID	Comments on the 30km/h proposal	Comments on the 40km/h proposal	General comments	Name	Organisation	Role	Suburb	Town / City
31173	<p>I strongly agree that this stretch of Riccarton Road is extremely dangerous, even before the current roadworks. Having a slower speed limit will definitely make it safer for pedestrians and cyclists. On top of this, cars that travel slower will have more time to react to buses pulling out from the bus stops in this area. I often ride buses that travel down Riccarton Road and it is disappointing how long a bus has to wait to find a gap in the traffic, or a kind car driver, to be able to leave the stop. I firmly believe that having buses that leave on time and efficiently is a key part to improving CHCH's bus system and making it more appealing to current car users. On the same vein, having safer streets for cyclists is key for encouraging motorists to try biking to places they may otherwise just drive to (e.g. Riccarton Mall).</p> <p>Making the area safer for pedestrians will also go a long way in helping that section of Riccarton Road become more attractive for shoppers; e.g. people who shop at the mall may be more inclined to leave the mall and visit some of the shops and restaurants that line Riccarton Road if they perceive the street to be safer (and quieter). A lower speed limit can help with boosting the foot traffic of Riccarton businesses.</p> <p>Additionally, having a slower speed limit for drivers may make people reconsider travelling through this congested area and thus improve traffic flow long-term.</p> <p>The few times a month when I do drive a car, I avoid this section of Riccarton Road at all costs. I wonder about the necessity of having this area be accessible by cars in the future.</p>	<p>I agree that reducing the speed limit in neighbouring streets will help make them safer and reduce the appeal of using them for rat-running.</p>	<p>Christchurch is moving towards becoming a zero-carbon city and initiatives such as these will help increase the appeal of low-emission transport such as cycling, walking, bussing, and e-scootering. Creating areas which are more focused on people, rather than cars, can also improve the feel of a neighbourhood and encourage more people to go there, resulting in increased patronage at bars, restuarants, cafes, and shops.</p>	Alexandra McNeill				Christchurch

Comments on the Safer speeds in Riccarton proposal

ID	Comments on the 30km/h proposal	Comments on the 40km/h proposal	General comments	Name	Organisation	Role	Suburb	Town / City
31178	<p>I occasionally bike this section, but avoid it if I can - too many cars on the carriageway (plus buses), too many parked cars with potentially doors to be unthinkingly opened. Consequently, I support anything that signals to vehicle drivers the need to be vigilant - and a 30 km/h speed limit is one such signal. Furthermore, the proposed change would be consistent with the central city where traffic densities are also high. I therefore support the proposal.</p>	<p>I occasionally bike this section transiting to/from the UniCycle cycleway. The environment, with its 4-way stop signs on the intersections, is totally 40 km/h and not 50 km/h. On top of that is the well known benefit of keeping speeds down. Consequently, I strongly support the proposal.</p>	<p>I strongly support both proposals.</p>	<p>David Hawke</p>			<p>Halswell</p>	<p>Halswell</p>
31182	<p>This proposal bears all the hallmarks of a solution in search of a problem. Nowhere is there any evidence of a historical problem with vehicle-pedestrian accidents in the area, or any indication of recent increases in vehicle and/or pedestrian traffic that could plausibly result in more such accidents in the future. There's also nothing suggesting that reducing speed limits in similar commercial areas has reduced the likelihood of accidents, let alone that it's done so in a cost-efficient manner.</p> <p>Instead, the only supporting "evidence" consists of three curves showing a near-tautological relationship between the force of a vehicle-pedestrian collision and the likelihood of pedestrian death. But without knowing how the probability of collisions varies with speed in the Riccarton Rd area, these curves have little relevance to the proposal. Their exact form is also dubious: as the source from which they are taken (Austroads Research Report AP-R560-18, 2018) notes, "there is little published evidence demonstrating the origins of the curves", i.e., researcher-speak for "we think someone just made them up".</p> <p>As pedestrians well know, the danger from crossing roads comes not from speed per se, but from the unpredictability of that speed — one car travelling at 70 km/hr poses no danger if that speed is expected and can be factored into calculations while another car travelling at 30 km/hr can be extremely dangerous if it suddenly appears out of nowhere. This will not be an issue during peak travel times when the proposed 30</p>	<p>I understand residents' concerns, but wonder how effective the lower speed limits will be if not policed and enforced (which they won't be). Maybe some strategically placed judder bars would be more effective?</p>		<p>glenn boyle</p>				<p>Chch</p>

Comments on the Safer speeds in Riccarton proposal

ID	Comments on the 30km/h proposal	Comments on the 40km/h proposal	General comments	Name	Organisation	Role	Suburb	Town / City
	<p>km/hr limit is not binding, but it seems likely to be a problem at other times. Some drivers will attempt to obey the new limit, some drivers will ignore it, while some simply won't be aware of it. The end result will be a range of desired driving speeds, with some drivers suddenly accelerating when the opportunity presents itself. Trying to cross the CBD one-way streets is far more fraught now for precisely this reason, and the same phenomenon seems likely to arise on Riccarton Rd if this proposal goes ahead.</p> <p>It may be that this proposal has merit, that the proposed speed reduction addresses a well-known accident problem in the area, and that the resulting safety benefits outweigh the traffic congestion costs. But none of this can be inferred from the material accompanying the proposal. Instead, it's as if somebody at the CCC woke up one day and decided that it'd be a nice idea to have a lower speed limit on Riccarton, but then couldn't be bothered to do the hard work gathering the necessary evidence supporting this idea.</p>							
31183			Please consider outside of wharenui school. As people turning from the main road (Blenheim rd) onto Matipo street come around that corner very fast and then they don't stop for the crossing.	Anita Goldwater				Chch
31191	I back and support this 100 %	I back and support this 100 %	Fantastic idea for safety. Well done.	Gerry Mitten			Riccarton	Christchurch

Comments on the Safer speeds in Riccarton proposal

ID	Comments on the 30km/h proposal	Comments on the 40km/h proposal	General comments	Name	Organisation	Role	Suburb	Town / City
31192	The 30 km/h areas indicated are fine, traffic in this area really doesn't go over this speed anyway.	The 40 km/h areas indicated I don't believe are needed, these are short streets and I would suggest vehicles won't get up to 50 km/h at all, leave as is.	Removing parking on Riccarton Road will reduce the value of the buildings along that portion of roadway this will also affect business owners, too much. Casual parking has been removed in the city.	Lindsay Winchester				Prebbleton

Comments on the Safer speeds in Riccarton proposal

ID	Comments on the 30km/h proposal	Comments on the 40km/h proposal	General comments	Name	Organisation	Role	Suburb	Town / City
31193	Reducing the speed limit at this part of Riccarton Road is a good proposal. This is especially for elderly people and children to make it safer for them to cross the road at the traffic lights.	I support this proposal to have the speed limit at 40 km/h as it makes it safer for the people living in this part of the area. I think the roads are not as busy as the Riccarton Rd and its surrounding areas.	Have more cameras put in place at different parts of Riccarton Rd to catch those speeding and breaking traffic rules, note: Matipo St and Riccarton Rd junction cars do not stop even though we have the right to cross. Nearly got hit and it is very scary indeed as I use the walking stick as an aid. I'm 60+.	Mary Loh			Riccarton	Christchurch

Comments on the Safer speeds in Riccarton proposal

ID	Comments on the 30km/h proposal	Comments on the 40km/h proposal	General comments	Name	Organisation	Role	Suburb	Town / City
31196	I agree with this.	I would prefer that the speed limit was reduced to 30 km consistent with the speed limit on the main thoroughfare (Riccarton road) and consistent with the surrounding streets which make up the cycleway to university. Sharrow markings to encourage car drivers to give preference to cyclists would be a good addition. This would help to mitigate the current tricky situation where the uni-cycle enables cyclists to enter Deans Bush from Kahu st but does not enable them to safely enter Titoki st. This means that cyclists and scooter rifiers tend to use the narrow footpath around the Titoki st entrance to Deans Bush and on to Rimu St. There is a lamp post that blocks easy access to the footpath that would take cyclists to the Titoki st entrance if they were to choose to use the road rather than the footpath. Some small modifications to that area combined with sharrows on Titoki st and Rimu St and surrounding 'tree' streets' would considerably improve active transport for all in this area. I'm happy to meet at a site visit to discuss these if that helps.	<p>I support the Councils efforts to encourage slower speeds on this very busy section of the road. I encourage CCC to further improve active transport opportunities for all and Public Transport in the area as outlined above.</p> <p>A further modification that would reduce car driver frustration would be to move the painted road stop signs that are on the Rimu St side of the pedestrian lights crossing on Riccarton rd. Currently when the pedestrian lights are red and people are crossing the road the cars are stopped at the painted line and obstruct the cars trying to turn right out of Rimu St into Riccarton Road. If the stop lines were moved back to the Park Ranger side of Rimu St it would enable cars to access Riccarton road safely when the pedestrian lights are red. This is how the road was painted some years ago and it worked well- It's unclear to me why it was changed.</p>	anna stevenson				Christchurch
31199	We support the proposed 30 km/h limit in this busy central area of Riccarton. With the advent of the median strip, new planting and bike/bus lanes, it is sensible to improve safety for all road users.	We support this also. The designated (purple) zones will become busier as traffic diverts from Riccarton Road to surrounding streets. The residential nature of this area will be better served, and preserved, with a 40 km/h limit.		Robyn & Andrew Thomson			Riccarton	Christchurch
31207	I think this is a wise way to proceed. The road traffic has increased substantially since the quakes. The slower speed limit - hopefully would encourage better traffic management.	Since Riccarton Road has been under constant repair. Drivers are short cutting at high speeds along Rata Street. This change has changed the area substantially. I would hope the introduction of lower speeds would help to eliminate the current problem.	Although I fully support the proposal I wish to point out that over the last 6 months large coaches are parking in Rata Street often outside my house for periods of time. Then are dropping tourists off and waiting for them in Rata Street, can this please be stopped.	Christine Goode			Riccarton	Christchurch

Comments on the Safer speeds in Riccarton proposal

ID	Comments on the 30km/h proposal	Comments on the 40km/h proposal	General comments	Name	Organisation	Role	Suburb	Town / City
31208	See attachment at the end of this document			Clare Mouat			Riccarton	Christchurch
31213	Good Idea. In addition, we would like to propose a no block zone (yellow box) at the intersection at Rimu Street and Riccarton Road to facilitate vehicles exiting and entering with ease.	These streets should also be 30 km/h. Statistically, we are aware that they aren't as busy as Riccarton but as these roads are close to Boys High and Riccarton house and Bush; they are highly used by pedestrians & cyclists as well. A lot of students use Titoki Street and Rimu Street to get to bus stops on Riccarton.	The differences in speed limit would encourage more drivers to take the inner streets as short cuts. We would prefer a consistent speed limit of 30 km/h all across the entire section. As residents we've already seen and heard many drivers use Rata Street as a drag strip on several occasions. The other concern is how do you ensure that drivers keep within the speed limit especially around the inner streets. Also, we have noticed quite a few vehicles parked longer than the stipulated parking limit on multiple occasions.	Shawn Liu			Riccarton	Christchurch

Comments on the Safer speeds in Riccarton proposal

ID	Comments on the 30km/h proposal	Comments on the 40km/h proposal	General comments	Name	Organisation	Role	Suburb	Town / City
31214	<p>I support the proposal.</p> <p>However, I would like to see the 30km/h zone start before the intersections – i.e., to the west of Matipo and to the east of Clarence. This is so car drivers are then doing 30km/h IN the area you seek to calm the traffic, and not slowing down after the intersection – noting that people are often speeding to make the green/ orange light. Further, where you have the 30km/h proposed are busy and cluttered parts of the street; it is likely that many car drivers will not see the 30km/h signage at those points.</p>	Not qualifiedf to comment	I very much support and appreciate the actions and developments being made to make Christchurch cycle and pedestrian safer. Can we please please please have a considered and integrated strategy – so that the cycle infrastructure, in particular, follows the actual primary commute and school traffic routes. Examples of poor delivery include the potentially lethal termination of the (otherwise fantastic!) cycle lane heading west on Sparks Road, and NIL cycle infrastructure on Cashmere Road between Hoon Hay Road Penruddock Rise – despite your own data showing this route one of the most frequently cycled roads in Christchurch (http://ccc.interpret.co.nz/trafficcount/)	Peter Holder				Christchurch
31215	I think this is a good idea. This section of road is very busy with pedestrians, buses and barely even flows fast than 30 km/h anyway. I would appreciate the safer environment this creates.	Also a fan of this. Such short sections of suburb street with stop signs suit a 40 kmph approach. Will be good on Saturday mornings when the market is on and roads are tight. Good for feeling like a safer area.	Thanks for all your time and effort!	Harry Jones			Riccarton	Christchurch
31224	<p>I support the 30 km/h proposal as this area is busy with pedestrians and cyclists and a lower speed limit will reduce the number and severity of crashes.</p> <p>I would like to see the 30 km/h speed limit applied further east along Riccarton Road to at least Manderville St or even all the way to Deans Ave. There are many businesses on the eastern side of the Clarence St intersection, and to a lesser degree down the remainder of Riccarton Road towards Deans Ave, and the people accessing these shops ought to have a safe and pleasant environment as well.</p>	I support the 40 km/h proposal	Please keep up the good work reviewing our speed limits but also, please consider ways to enforce the speed limits to ensure drivers are actually following the limits that are set.	Arthur McGregor			Russley	Christchurch

Comments on the Safer speeds in Riccarton proposal

ID	Comments on the 30km/h proposal	Comments on the 40km/h proposal	General comments	Name	Organisation	Role	Suburb	Town / City
31223	<p>Yes 30km/h would be good since it's near the mall with pedestrians.</p> <p>Since there is residential property with young kids as my neighbors at [REDACTED] Riccarton Road and across the road on Rattray Street and a primary school on the corner of Puriri Street and Riccarton Road, it would be safer for the proposed 30km/h to be extended past the school and 193 Riccarton Road.</p>	<p>This is also a good idea since it's near the Saturday Riccarton Market</p>		Tom Brillard			Riccarton	Christchurch
31229	Support	<p>Support in merit, but would recommend that this area also be set at 30km/h for the sake of consistency. Additionally, traffic moves through a lot of these areas already at a 30km/h speed, so setting the limit at this speed would have no material effect on movement times.</p>		Robert Love				ChCh
31230	<p>Riccarton road is congested enough as a 50k zone, but maybe lowering the speed limit would encourage people to drive better. I vote yes, lots of pedestrians around.</p>	<p>No strong feelings. It makes sense though</p>	<p>Lower speed limits in such pedestrian heavy area, sound like a good idea. I am moving out of this address in February 2020 and would not like to be contacted about this.</p>	Lizzie Beasley			Riccarton	Christchurch
31233	<p>I support the proposal. While it reduces risks of accidents, it does not impose significant increases in vehicular travel times over such short distances.</p>	<p>I support the proposal. While it reduces risks of accidents, it does not impose significant increases in vehicular travel times over such short distances.</p>		James Baines			Riccarton	Christchurch
31235	<p>I am not in favour of this change. Riccarton Road tends to get congested at busy times and this change in speed limit will flow back to cause further congestion and delays. Traffic needs to be kept moving on this road.</p>	<p>I am in favour of this change as these are residential streets and 40kmph is appropriate for this area.</p>		Joan McArdle			Riccarton	Christchurch
31236	Good	Good	<p>Good but should be slower to protect kids lives</p>	Greg Vodok				Christchurch
31237	<p>Supportive. Riccarton Road retail area will have a more relaxed feel (cf Montreal Street around Worcester St now that the speed has been reduced to 30km/h). Lower speeds are better for pedestrian safety and enjoyment of the location. The result of that will be higher foot traffic, this will help improve the area.</p>	<p>Supportive. Particularly as it is these streets that provide the link between the Uni-Cycle cycleway and the Westfield Mall. A better journey.</p>		Robert Fleming				Christchurch

Comments on the Safer speeds in Riccarton proposal

ID	Comments on the 30km/h proposal	Comments on the 40km/h proposal	General comments	Name	Organisation	Role	Suburb	Town / City
31244	No	No	The the speed limit alone	Matthew Bishell			Templeton	Christchurch
31250	<p>Its illogical to have such low speed limits.</p> <p>Driver education is a lot more important than lowering speed limits. People will only slow down if there is a reason too.</p> <p>You should add speed bumps , which will be effective.</p>	<p>Its illogical to have such low speed limits.</p> <p>Driver education is a lot more important than lowering speed limits. People will only slow down if there is a reason too.</p> <p>You should add speed bumps , which will be effective.</p>		Shazia Khan				Christchurch
31251	People already do this speed in 50km/h areas, so keep it at 50km/h	Same as my comment on 50km/h		Daniel Fearn				Christchurch
31254	Strongly in favour	Also strongly in favour		Tim Huber			Cashmere	Christchurch
31258	Support it. Busy commercial streets with high pedestrian activity should, by default, be 30km/h . Generally traffic flow is propagated at this speed anyhow due to volumes of traffic and the proximity of lights. They (including this section of Riccarton Road) ought to be standardised and optimised for safety.	Support it. Having had a parked car struck on Rata Street by a speeding car may years ago, I have always believed the 50 km/h is far too fast. Rata Street, as well as others such as Kauri, Titoki and Rimu Streets have been used as a rat race for as long as I can recall.		Alex Fletcher			Avondale	Auckland
31259	Not in favour. The traffic will naturally slow during busy times. 30k out of rush hour is extremely frustrating. If anything, lower the speed around schools where there are children who often do not have traffic awareness. This road is predominantly used by adults.	Not in favour. The limit of 50k is fine. The traffic slows when busy anyway.	In most forward thinking cities the speed limit is increased on one way streets, which makes traffic flow well. CCC lowered it on the one way streets in central Christchurch. Do you not realise how extremely unpopular the 30k limits are?	Fiona Penney			Bryndwr	Christchurch
31261	I support this as a nearby resident who regularly walks and cycles to the mall with children. Any safety improvements are welcome. People can and should use Blenheim Road as a through route if they are in a hurry	I agree with this too	Thanks for considering the well-being of local residents and safety of everyone who walks and cycles in the area	Anne-Marie Robinson			Upper Riccarton	Christchurch

Comments on the Safer speeds in Riccarton proposal

ID	Comments on the 30km/h proposal	Comments on the 40km/h proposal	General comments	Name	Organisation	Role	Suburb	Town / City
31263	Refer to general comments below	Refer to general comments below	It makes sense to put a speed reduction in place on Riccarton Road. It does not make sense the the speed limit in Kauri, Rimu and Rata should be higher than that on Riccarton Road. I believe that the proposed speed limit combination will encourage short cutting through Kauri, Rimu and Rata, not discourage it as the council suggests in the information on this page. I would support a 40 Km/hr limit on all streets referred to above.	Keith Macfarlane			Riccarton	Christchurch
31272	You have caused so much disruption for so long. Now you want to create further havoc but slowing the flow to bike speed. NO. THE LIMIT MUST REMAIN AT 50	You have caused so much disruption for so long. Now you want to create further havoc but slowing the flow to bike speed. NO. THE LIMIT MUST REMAIN AT 50		Barry HINDSON				Christchurch
31275	<p>I think the speed limit should stay the same. If the reason for making the speed limit lower is because of people hooning through the main road and side streets resulting in residents to complain then maybe a better idea would be to put hidden speed cameras in the areas where most complaints are coming from.</p> <p>Because of riccarton being so busy, I generally don't go there unless I need to and having the speed limit reduced will make me less likely want to go down the proposed 30km/h road.</p> <p>For the last year to three years there have been road works on and off down riccarton Road including right outside of the mall, and because of the road works it becomes 30km zone. Ultimately when you have to go down this road, you get caught in deadlock and it takes twice as long to get to the other end than it use to.</p> <p>Why punish the rest of the public when only certain areas are affected? Why not put hidden speed cams in so that the people disrupting the peace will get fined and learn?</p> <p>So yeah I just think it will cause alot more frustration between the general public as I am</p>	<p>I think the speed limit should stay the same. If the reason for making the speed limit lower is because of people hooning through the main road and side streets resulting in residents to complain then maybe a better idea would be to put hidden speed cameras in the areas where most complaints are coming from.</p> <p>Because of riccarton being so busy, I generally don't go there unless I need to and having the speed limit reduced will make me less likely want to go down the proposed 30km/h road.</p> <p>For the last year to three years there have been road works on and off down riccarton Road including right outside of the mall, and because of the road works it becomes 30km zone. Ultimately when you have to go down this road, you get caught in deadlock and it takes twice as long to get to the other end than it use to.</p> <p>Why punish the rest of the public when only certain areas are affected? Why not put hidden speed cams in so that the people disrupting the peace will get fined and learn?</p>	<p>I think the speed limit should stay the same. If the reason for making the speed limit lower is because of people hooning through the main road and side streets resulting in residents to complain then maybe a better idea would be to put hidden speed cameras in the areas where most complaints are coming from.</p> <p>Because of riccarton being so busy, I generally don't go there unless I need to and having the speed limit reduced will make me less likely want to go down the proposed 30km/h road.</p> <p>For the last year to three years there have been road works on and off down riccarton Road including right outside of the mall, and because of the road works it becomes 30km zone. Ultimately when you have to go down this road, you get caught in deadlock and it takes twice as long to get to the other end than it use to.</p> <p>Why punish the rest of the public when only certain areas are affected? Why not put</p>	Shayana Eden				Christchurch

Comments on the Safer speeds in Riccarton proposal								
ID	Comments on the 30km/h proposal	Comments on the 40km/h proposal	General comments	Name	Organisation	Role	Suburb	Town / City
	well over the road works that have been currently ongoing for a while.	So yeah I just think it will cause alot more frustration between the general public as I am well over the road works that have been currently ongoing for a while.	hidden speed cams in so that the people disrupting the peace will get fined and learn? So yeah I just think it will cause alot more frustration between the general public as I am well over the road works that have been currently ongoing for a while.					
31289	In my opinion the 30km area is a great idea & I would recommend Kauri & Rimu Streets also are 30km/hr. These streets are used for shortcuts & are used for parking. Also the intersection @ Rimu & Rata Streets needs a revamp as drivers have forgotten/ don't know the give way to right sign & the intersection causes much confusion with drivers not sure who has the right of way. Large 4WD vehicles take up the whole road & do speed around this area. Lots of red light runners who speed up to make the lights on Ricc Rd / Straven & Kilmarnock/Straven intersections.	Too confusing to have the 2 speed limits. Go for 30km in the whole area.		Karen Clegg			Riccarton	Christchurch
31302	I support the 30km/h proposal. Let's start by making it clear there is a negligible difference in time to travel between Matipo Street and Straven Road travelling at 30km/h versus 50km/h. The difference is approximately 25 seconds, this is a fraction of the time for an individual traffic light change (along that section there are 4 sets of traffic lights and two other intersections). Travelling at 30 km/h is not going to produce a noticeable increase in travel time. Distance between Matipo Street and Clarence Street = 519 metres. 50 km/h = 13.89 m/s → time to travel distance at 50 km/h = 37 seconds 30 km/h = 8.33 m/s → time to travel distance at 30 km/h = 62 seconds	I support the 40km/h proposal. The calculations in the 30km/h proposal equally apply to the 40km/h proposal although the benefits won't be as great. A further benefit which also applies to the 30km/h proposal is when speeds are reduced is drivers don't feel so pressured to make quick decisions. Drivers have additional time to take a good look. I've seen examples where drivers have quickly turned left because they don't want to hold up traffic. However, in making that quick turn it runs the risk of hitting a person walking or a person on a bike.	Our wonderful city of Christchurch needs to be about people, rather than prioritising motor vehicles as has been done over the last 50 or so years. I understand this is difficult for some people to grasp, after all we have been conditioned think that there is no other option to owning and driving a motor vehicle. It is now 2020, the transport solution needs to support all forms of transport equally. The "more cars, therefore they get a bigger slice" argument does not cut it anymore. There are more cars because there has been a history of subsidising motor vehicle transport. A common example of this is free on-street parking. For those with an understanding of economics, building roads has induced demand. That is the more roads	Allan Taunt			Redwood	Christchurch

Comments on the Safer speeds in Riccarton proposal

ID	Comments on the 30km/h proposal	Comments on the 40km/h proposal	General comments	Name	Organisation	Role	Suburb	Town / City
	<p>Where speed makes a difference is:</p> <ul style="list-style-type: none"> The distance covered when a driver is reacting to an event (this includes time to react and vehicle's mechanical response time). Let's say this is 1.5 seconds although this time can be considerably greater. <p>At 50km/h → 21 metres is covered in 1.5 seconds.</p> <p>At 30km/h → 12 metres is covered in 1.5 seconds.</p> <p>That is at 50km/h an additional 9 metres is covered even before the vehicle starts to slow.</p> <ul style="list-style-type: none"> The vehicle braking distance (see https://www.drivingtests.co.nz/resources/how-to-calculate-braking-distances/) <p>At 50km/h → the additional braking distance is 14 metres.</p> <p>At 30km/h → the additional braking distance is 5 metres.</p> <p>That is at 50km/h an additional 9 metres is covered during braking.</p> <p>These stopping distance calculations are based on best reactions on a dry road. The additional 18 metres covered when traveling at 50 km/h is significant (this distance is even larger when there is a greater reaction time or on a wet road).</p> <p>Reducing speed significantly reduces the chance of a collision.</p> <p>If the driver fails to react in time, the chance survivability of an impact at 30km/h (90%) is considerably greater than 50km/h (20%). (see https://www.who.int/violence_injury_prevention/publications/road_traffic/world_report/speed_en.pdf).</p> <p>I'm sure everyone is familiar with those calculations; it really did feel like stating the</p>	<p>Here are some video examples of behaviour on the roads around Riccarton. People make mistakes, but please can we have safer speeds to reduce the consequences of those mistakes.</p> <p>https://youtu.be/H5pm8ukQ380</p> <p>https://youtu.be/PCyZ_byTWR0</p> <p>(Phil with a truck driving hat on, you may appreciate how differently that situation could have gone)</p> <p>https://youtu.be/g7c37Wxz2xU</p> <p>https://youtu.be/CbN4Ew4TUMc</p> <p>https://youtu.be/6YBruwwS2eo</p> <p>When reviewing this submission, It would be great if you could review each of those videos. I'd be interested to see if people think this is a problem or not.</p>	<p>built, the more people drive, still more roads are built, and again more people drive, the escalation continues until the city becomes bankrupt (or at very least a financial burden).</p> <p>I realise I have extended this beyond the proposed safer speeds in Riccarton, but I'm asking everyone involved in transport decisions (especially our Councillors, Community Board Members and related Committees) to pick up a map of Christchurch look at all the transport infrastructure and ask yourselves if everyone is equally supported - the answer is no. On the map you will see roads everywhere, many of those roads are wide which encourages faster speeds, many of those roads lack safe crossings. In comparison there is limited space for other transports like walking, mobility scooter, wheelchair, e-scooter, bike, scooter, running, etc. Public transport is also under-supported with priority given to on-street parking over bus lanes.</p> <p>I also realise the scope of the proposed safe speeds does not include Clarence Street, but I will mention it because this is one of the concerning hot spots in this area. The examples I am aware of are:</p> <ul style="list-style-type: none"> Frequently children and families are required to cross mid-way along this road to get to school (potentially this could be alleviated by the future crossing at Elizabeth Street). With parking on the side of the road it creates a dangerous door zone for people biking. Drivers often drive in the cycle lane at the Riccarton Road end of Clarence Street. The lane merging at both the Riccarton 					

Comments on the Safer speeds in Riccarton proposal

ID	Comments on the 30km/h proposal	Comments on the 40km/h proposal	General comments	Name	Organisation	Role	Suburb	Town / City
	obvious. Safe speeds save lives. In addition to safety, reduced speeds make an environment more inviting (e.g. reduced noise). A more inviting environment, translates to more customers which intern benefits retail businesses.		Road end and Blenheim Road end of Clarence Street often results in drivers being too far left and becoming too close to people biking. <ul style="list-style-type: none"> At the Dilworth Street intersection, sometimes drivers sometimes fail to look for the person on a bike travelling along Clarence Street (this happens with drivers turning both on to and off Dilworth Street). Drivers frequently run red lights at the Riccarton Road intersection. Please understand there is much to improve - to get this right we all need to recognise there are a wide variety of people in the community and imagine ourselves in their position.					
31304	As someone who often walks, cycles and accesses public transport in the Riccarton area I support the proposal to reduce the speed limit and make the area safer for non-vehicle road users.			Sarah Walters			Aylesbury	RD1 Christchurch
31316	I OPPOSE 30km/h proposal because it is basically not possible to exceed 30km/h NOW in that part of Riccarton Road other than during the night or early on Sunday mornings anyway when it is not a problem if the little amount of traffic there is at those times travels at 50km/h. [And I am not talking about during the upgraded works.]		There are already too many signs on Riccarton Road now. There is already visual pollution caused by "official" signs without any more.	Garth Wilson			Riccarton	Christchurch
31321	I think that 30kph is too slow for any city road. I VERY rarely see people adhering to the 30km/h in the city area and when I go at 30kph - I'm the one in danger. I also feel that 30kph is still a speed that will do serious damage if a pedestrian or cyclist is hit. I think that 40kph is a more sensible maximum	No issue with this		Odhran McCloskey			Riccarton	Christchurch

Comments on the Safer speeds in Riccarton proposal

ID	Comments on the 30km/h proposal	Comments on the 40km/h proposal	General comments	Name	Organisation	Role	Suburb	Town / City
31313	<p>I am strongly in favour of the 30km/h in the proposed section of Riccarton Road. I believe that the concept of a "town high street" is to the benefit of all and is in keeping with similar projects overseas (I am familiar with the main thoroughfare through Lansing, Michigan where lower speed limits are in force in the section past the University campus /commercial area which forms a township/ high street concept).</p>	<p>I am not infavour of this for the streets to the north of Riccarton Road. I,like many residents, feel the temptation to peel off Riccarton Road if the speed limit increased would simply encourage the rat run motorist who persistently drive over the 50km/h current limit, cutting the corners at Kauri/Rata (despite 25km/h sign) and at Rimu/Titoki Corner. Even the heavy trucks accelerate down Rata Street. Residents have to be very careful on a daily basis because of vehicles cutting coners and either coming round on the wrong side of the road or exiting the corner on the wrong side of the road. At least a 30km/h would mean current behaviour by a proportion of motorists would be breaking the speed limit. I would be in favour of 30km/h rather than the suggested 40km/h.. But all this needs to be enforced. This area is of a special character: serves Riccarton House for the Saturday Farmer's market when the Streets are packed, also for other events; it is a limited parking area serving the commercial area producing pedestrian traffic; popular area for walking; busy with school (CBHS/CGHS) pupils walking to and from buses and commercial area; the CCC street calming narrowed the roads so with parking vehicles should not be speeding; then common to such residential areas there are children, residents of all ages, animals etc coming out of houses. These roads are used by cyclists and people in mobility scooters; parents pushing prams all because of accessing the commercial area from the residential area.</p> <p>So I would claim that the area is like Sumner where 30km/h is the limit.</p>	<p>This is my individual submission but I am also a member (Secretary/Treasurer) of the RiccartonBush - Kilmarnock Resident's Association and leave a lot of comment since it is in the Association's submission.</p> <p>I hadn't really noted that on the plan the commercial lane behind the premises on the north side of Riccarton Road is also coloured purple. This strikes me as somewhat insane since this lane should be as in carparks, 15km/h. You simply cannot drive safely at the speed suggested through there. There are cars parking and leaving parking areas on a regular basis (eg AA area) and it simply is not safe to drive at any speed through there.</p> <p>Has thought been given to electric scooters. Safer speeds in central Riccarton must surely involve banning electric scooters from the footpath in the proposed section. DunedinCC have implemented this. When the road works are completed the central area will be back to being full of people. The two bus lounge areas alone make it unsafe for electric scooters to be on the pavement. I urge the CCC to make a stand and truly make central Riccarton safe by not allowing these fast scooters to be on the pavement.</p> <p>As a general comment I believe the whole area should be looked at for reduced speed. Kahu Road from the Straven Road intersection should be permanently 40km/h past Riccarton House and grounds and then past CBHS. Totoro Street is narrow and parked out on both sides reducing the road to a single lane., again a reduced speed would be safer.</p> <p>The whole area needs to be a safer environment.</p>	Robert Broughton			Riccarton	Christchurch

Comments on the Safer speeds in Riccarton proposal

ID	Comments on the 30km/h proposal	Comments on the 40km/h proposal	General comments	Name	Organisation	Role	Suburb	Town / City
31323	This is good and will make it safer.	This is good and will make it safer.	<p>I support the planned changes but believe the 30kmph boundary should be extended to cover from Hagley Park to Hansens lane.</p> <p>As someone who drives from West Melton to the city centre along Riccarton road most days, but on occasions cycles from the city fringe or e-scooter along Riccarton road to the city I see benefits in both efficiency and safety.</p> <p>For cars there are fast alternative routes such as Blenheim and Memorial ave.</p> <p>This will leave Riccarton road more clear for buses, bikes, scooters. This is a safer option plus it will improve access for cars to shops for those who choose to drive.</p> <p>Please consider this submission.</p> <p>Best regards,</p> <p>Paul</p>	Paul Churton				West Melton
31333	Very sensible in view of the new layout and with the high volume of traffic. With all the road works, it has been rather dangerous to cross the road on foot even at traffic lights so hopefully this will be resolved. Not sure that the proposed plating of trees is a very sensible idea - will have to see the outcome.	We would welcome this restriction on Titoki Street as the corner with Rimu Street has always been a worry with people speeding and not keeping to their designated side. Many years ago I raised this with the CCC but they said it was no an issue then.		Robin & Susan Pawsey			Riccarton	Christchurch
31334	No! It's not necessary. Traffic can be slow enough as it is	No! It's not necessary either same as above	The speeds are largely self governing in these areas particularly when congested. Speed restrictions which are proposed will cause customers of the businesses in Riccarton to avoid the area. Leave as it is please	B J Walker			Allenton	Ashburton

Comments on the Safer speeds in Riccarton proposal

ID	Comments on the 30km/h proposal	Comments on the 40km/h proposal	General comments	Name	Organisation	Role	Suburb	Town / City
31343	Do not want 30km speed limit. The traffic needs to be able to flow not be hampered. The streets need to be wider - so all can drive safely - not to have no room to maneuver (& parking taken and businesses will not survive.	40 km proposal Do not want 40k speed limit - speed is not a problem in these streets - I live here and don't see a need for this limit	The general traffic lay out is too cramped and just restricts traffic the roads should be wider for room to maneuver.	Pascoe Chris & Helen			Riccarton	Christchurch
31364	When roads are busy the traffic goes slowly anyway so there is little point in restricting the speed. At non busy times traffic should be able to go at 50 km/h. There are plenty of pedestrian crossings for safe crossing. Having a lower speed limit will encourage more pedestrian crossing along the whole road. I am against this proposal.	Pedestrians crossing these roads is minimal on these streets so I cannot see the problem. By reducing the speed on Riccarton Rd will encourage more traffic in Kauri Street. Currently there are speed humps which limit speed anyway.	Having multiple speed limits not only will be negative due to traffic density in non busy times drivers will have 3 different speed limits within a hundred meters (Matipo St - Kauri St). This will be confusing and drivers will unintentionally go at a speed up to 50 km/hr. Additional signage will also be unsightly.	Leo McCormack			Riccarton	Christchurch

Tuesday, January 28, 2020

Submission on Safer Speeds in Central Riccarton

The Riccarton Bush Kilmarnock Residents Association represents residents in the central Riccarton area bounded by Riccarton Road, Kauri Street, Kahu Road, Matai Street and the railway line to the east. The Association has 122 financial members.

Executive Summary

This submission is informed, in part, by a survey of residents conducted by our Association in January 2020.

39 concerned residents responded to the survey. Of these 39, 70% live on the affected streets (Kauri/Rata/Rimu/Titoki), also known as the 'Kauri Cluster'.

After considering available evidence and the results of the survey of our residents; our Association supports the proposal to slow traffic on Riccarton Road to 30kph but only on the condition it imposes a matching speed reduction (30kph) in the Kauri Cluster as well.

We submit traffic in the Kauri Cluster should be monitored closely and speed limits enforced, once work on Riccarton Road is completed.

If necessary, Council should consider further measures in the Kauri Cluster area to deter speeding and short-cutting, including the possible closure of Kauri Street, north of the access lane.

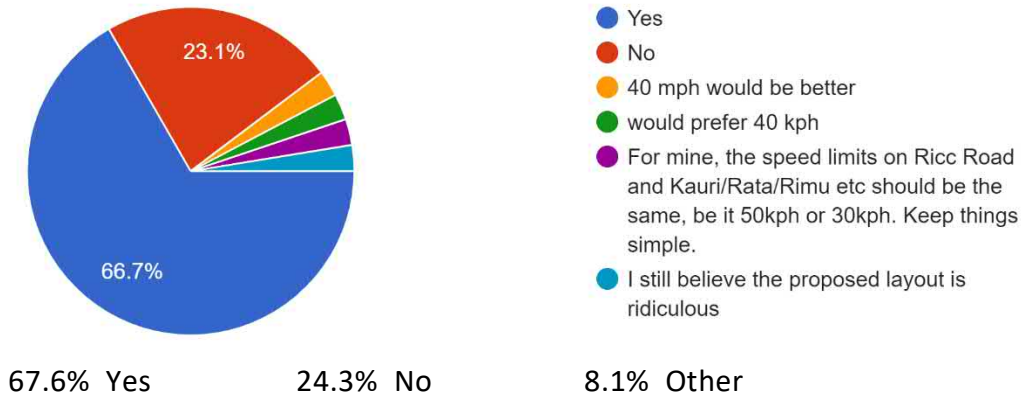
The 30 kph Proposal

In our survey, residents were asked the question:

Do you support reducing the speed limit on Riccarton Road, between Matipo Street and Straven Road, to 30kph as the CCC is proposing?

Results were as follows:

39 responses



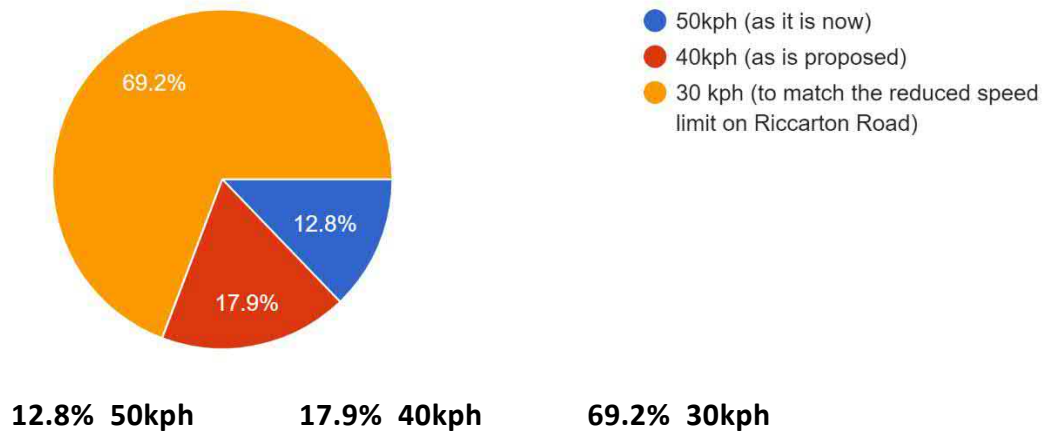
40 kph Proposal

In our survey, residents were asked the question:

If the speed limit in central Riccarton is reduced to 30kph, what speed limit would you like to see on Kauri Street, Rata Street, Rimu Street, and Titoki Street)?

Results were as follows:

39 responses



The CCC traffic engineering advice seems to be to reduce the speed limit on adjacent local roads to just 40kph. It is clear residents are strongly against this idea.

The support for reducing the limit to 30kph is overwhelming, and even more so if we only consider responses from residents on the affected streets. 85.2% of residents in the Kauri Cluster want the speed limit to be 30kph, matching the speed on Riccarton Road.

There is precedent for this in Sumner where it was agreed traffic patterns in that area, including pedestrian and cycles, justified 30 kph on residential streets.

We submit the situation in the Kauri Cluster area is similar where we have pedestrian traffic from shoppers and local business employees using limited time parking (and therefore regularly coming and going) on these streets. The utilisation of these limited time parks will increase with the reduction in on-street parking options on Riccarton Road.

Kauri Cluster streets are 'highways' for tourists and visitors to Riccarton House and Bush as well as for school students heading to and from CBHS (but also CGHS). They all need safe routes to public transport and Westfield Mall.

The Farmers' Market at Riccarton House on Saturday morning results in 100%+ capacity on these streets.

The streets are preferred routes for locals out walking or jogging for exercise including walking dogs, parents with infants in buggies, and cycles/scooters.

There is already a four-way STOP signed intersection at Rimu/Rata which is speed limiting. We have two 90° bends in the Kauri Cluster, one at the Kauri/Rata corner (recommended speed 25kph) and the other at the Rimu/Titoki corner (which is not signed, but should be). Traffic data collected by Council in 2019 (*Appendix 1*) indicates actual AVERAGE speeds are about 38kph in the area.

Allowing (even encouraging) traffic in the Kauri Cluster to travel faster than on Riccarton Road will further encourage shortcutting and speeding and, we submit, is dangerous.

An enforceable 30kph limit for the Kauri Cluster is therefore appropriate and not out of character for the area.

Other

Traffic counts taken in 2019 (*Appendix 1*) show Kauri and Rata Streets are carrying significant numbers of vehicles and it is inevitable the new Riccarton Road layout, with the tree-planted median and a 30kph speed limit, will divert more traffic down Kauri Street. The average daily flow on Kauri, Rimu and Rata Streets is about 1500 vehicles per day, but this fell away by 500-800 vehicles when Kauri was closed in June 2019. In other words that temporary closure resulted in a 62% fall in the volume of traffic using Kauri Street. Interestingly it also meant **LESS** traffic used Rimu/Titoki Streets (north of Rata) and **LESS** traffic used Rata St (east of Rimu). Traffic volume on Rimu St (near Riccarton Road) did increase slightly but that was simply caused by motorists looking for a park.

This supports a view that closing Kauri Street would significantly decrease traffic volumes on **ALL** these local roads.

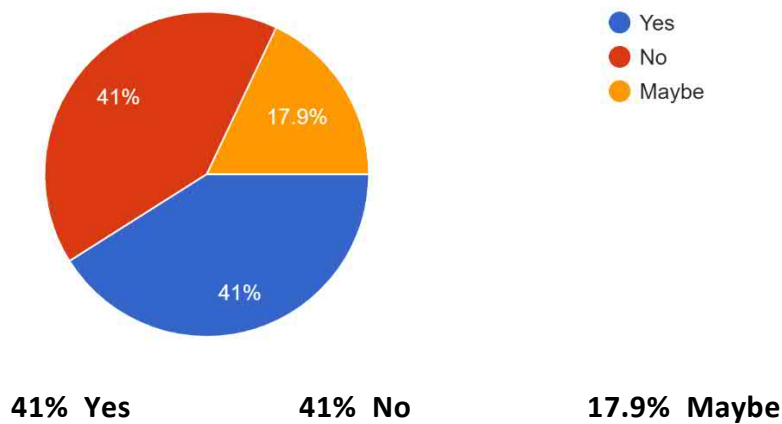
Our survey indicates a significant majority of Kauri Cluster residents (66.7%) would like some consideration given to closing Kauri Street.

In our survey, residents were asked the question:

If the speed limit in central Riccarton is reduced to 30kph, to prevent traffic shortcutting, would you support closing Kauri Street at the Riccarton Road end (leaving Riccarton Road access to the service lane open)?

Results were as follows:

39 responses



58.9% of all respondents say YES or MAYBE, but support for possible closure of Kauri Street is significantly greater if we only consider residents on the affected streets. 66.7% of Kauri Cluster residents answered YES or MAYBE.

Comments

All comments associated with our survey of residents are contained included here (*Appendix 2 attached to this submission*).

Tony Simons
Chair
Riccarton Bush Kilmarnock Residents Association

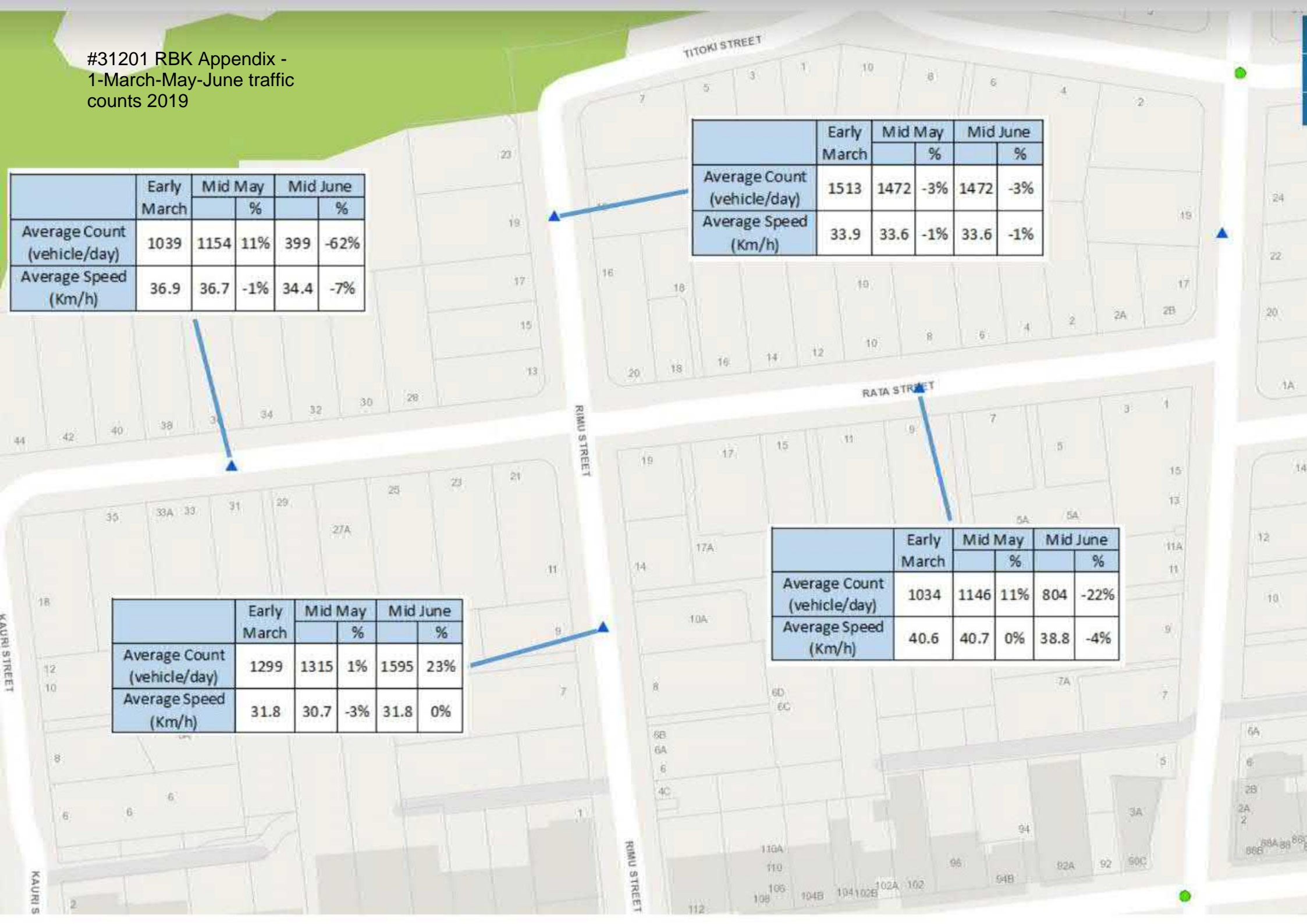
#31201 RBK Appendix -
1-March-May-June traffic
counts 2019

	Early March	Mid May		Mid June	
			%		%
Average Count (vehicle/day)	1039	1154	11%	399	-62%
Average Speed (Km/h)	36.9	36.7	-1%	34.4	-7%

	Early March	Mid May		Mid June	
			%		%
Average Count (vehicle/day)	1513	1472	-3%	1472	-3%
Average Speed (Km/h)	33.9	33.6	-1%	33.6	-1%

	Early March	Mid May		Mid June	
			%		%
Average Count (vehicle/day)	1299	1315	1%	1595	23%
Average Speed (Km/h)	31.8	30.7	-3%	31.8	0%

	Early March	Mid May		Mid June	
			%		%
Average Count (vehicle/day)	1034	1146	11%	804	-22%
Average Speed (Km/h)	40.6	40.7	0%	38.8	-4%



#31201 RBK Appendix-2-
Comments on Riccarton Road
speed limit proposal

Tuesday, 28 January 2020

Riccarton Bush Kilmarnock Residents' Association

Residents' Survey

Unedited comments on Riccarton Road speed limit proposal

I can't see council budging on the 30kph on Riccarton Road - they never do on these issues. Where we might have some success is asking that they match the limit on Rimu and Rata streets (i.e. also reduce to 30kph) to reduce the chance of short cutting. Having mixed speed limits 30 and 40 in close proximity is a nonsense and it is just too hard to know what speed you should be going. It also adds a whole lot more visual clutter with the additional signage.

Closing Kauri St would be a bonus - we have vehicle count data that shows 60% less vehicle movements when Kauri Street is shut. Over 12 hours this equates to one vehicle per minute!

There are other options such as more speed humps that should be considered before "closing Kauri Street" as mentioned above. Closing "Kauri Street" would likely cause increased congestion on Riccarton Road and also make access options to the Saturday market more limited.

The 30 KPH zone needs to be extended to include the approaches to the intersections at: 1) Riccarton/Clarence/Straven & 2) Dilworth/Clarence. Both these intersections have high volumes of pedestrian traffic. Despite there being traffic lights for pedestrians, crossing these roads is hazardous. Motorists tend to be concentrating on other vehicles while pedestrians have poor visibility of oncoming vehicles.

If they can reduce the speed down kauri and rata street that would be great. Failing this we need speed bumps. Best thing would be to close Kauri street near Riccarton road.

Lights, crossings, street narrowing will slow traffic; so reducing speed limit not necessary.

Traffic will attempt shortcut to Straven Rd when traffic is congested, not to avoid reduced speed limit. Physical prevention of access to shortcut will be more effective than unenforced speed limits.

The "slow down" of Riccarton Road is ridiculous.. The various businesses in the road have suffered enough as it is.

Kauri/Rata already seems to be a rat-run at times and will likely only get worse if traffic slows further on Ricc Road. Closing off Kauri is not something I would welcome from a resident access viewpoint but could probably live with it if access to and from Riccarton Road via Rimu was improved. Turning right into or out of Rimu not great currently and can be diabolical at peak times. Similarly turning right out of Rata into Straven.

Reducing the speed limit on Riccarton Road to 30kph reduces the capacity of Riccarton Road in the affected area by up to 40%. Consequently more traffic will short cut through Kauri,

Rimu, Rata and Titoki Streets. More signage on Riccarton Road will exacerbate an already bad situation. Many times we have experienced drivers running red lights at the pedestrian crossing at the end of Rimu Street probably because they have not seen the lights. There is simply too much for drivers to look at.

Selwyn District have reduced the speed limit in a number of townships to 40kph. It doesn't have the desired effect because people don't see it as different

If the side streets drop to 30 there needs to be some enforcement particularly in Rata St where cars get up to 60. Not a speed camera once in a blue moon but judder bars or an island

Maybe speed humps on Kauri/ Rata/Titoki?

Speed bumps maybe Kauri/Rata/Titoki ??

It has been relatively peaceful with Kauri Street closed so yes make it permanent. Also no point in speed limits if not enforced. When are we going to see technology used in our policing.

The amount of traffic on riccarton road has the effect of slowing traffic on this stretch of the road as it is

The logic defies me. Funnel traffic down Riccarton Road, introduce bus lanes and then reduce the speed limits. This will only increase congestion. The traffic is intermittent. At night for example cars should be able to go at 50K. The pedestrian level is low and confined mostly to the malls.

It will kill local shops who rely on easy parking and benefit the mall monopoly owners and reduce consumer choice. Can you provide statistics proving that the current speeds are unsafe? How many accidents involving cars and pedestrians? I cannot find these on the web.

This is a political decision and not for nothing does a community board councillor live in these streets. This is about personal convenience and a keenness to show some action. Spreading the load across the streets is the answer, not reducing traffic in some. It will only increase it in others.

I am really anti any changes and the reduction of parking with our ageing population who struggle to walk, catch buses and do not cycle.

Closing Kauri Street would only force more traffic down Rimu Street.

If there are trees to go down the middle they will need to reduce the speed. If there are still to be trees they will need the reduction.

I am concerned that cars will avoid Riccarton Road, which is meant to be there to carry traffic, and that vehicles will want to use residential streets to avoid the bus lanes and proposed trees. I support the addition of speed bumps on residential streets, and I support the speed limit on residential streets being lower than the speed limit on Riccarton Road.

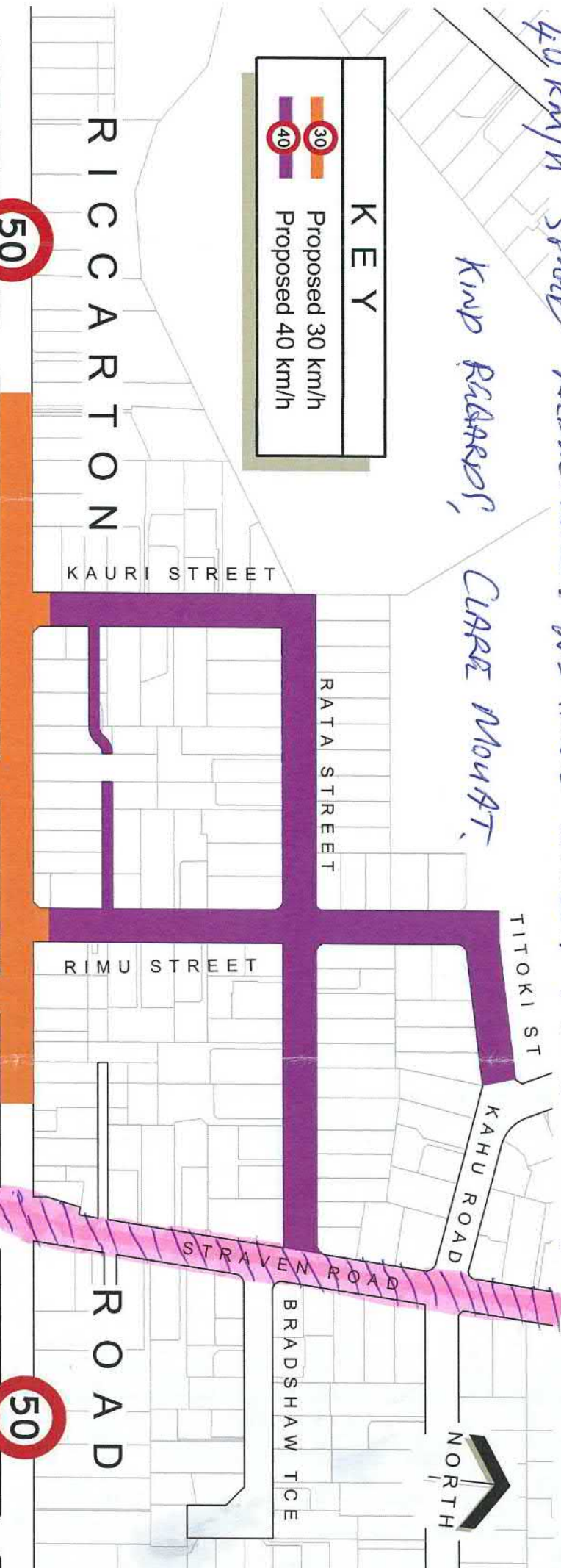
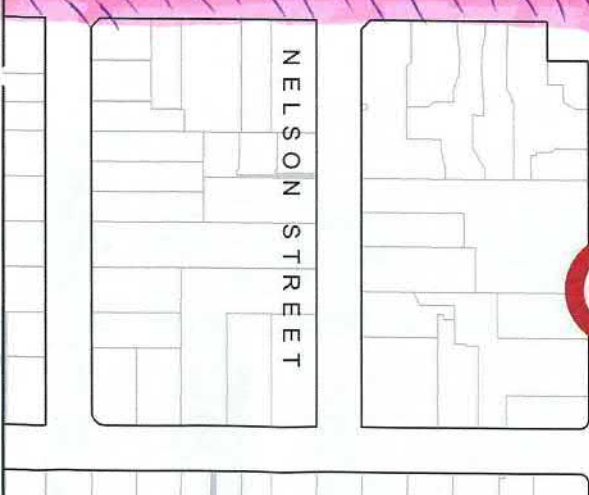
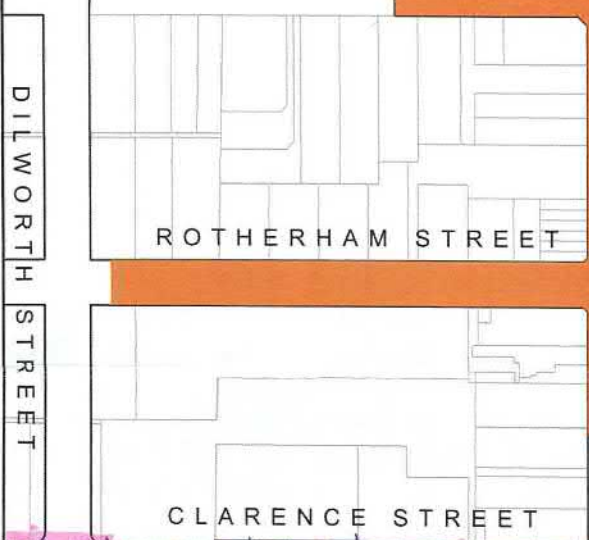
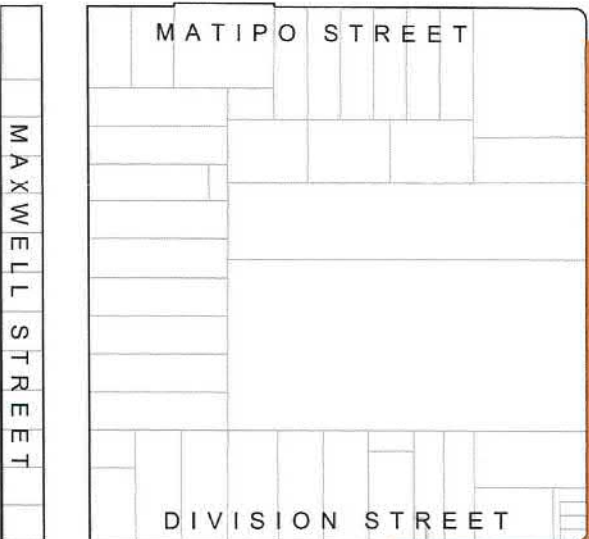
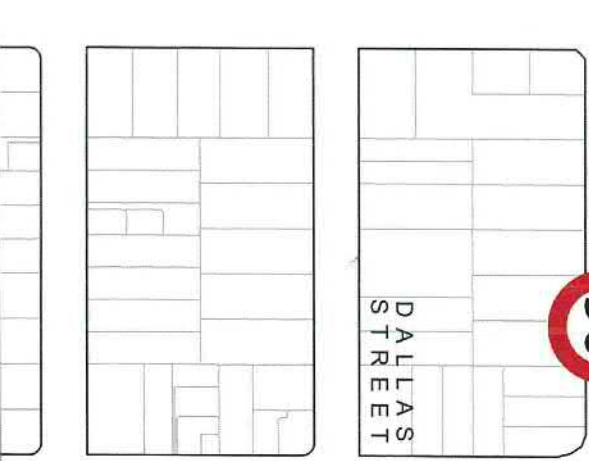
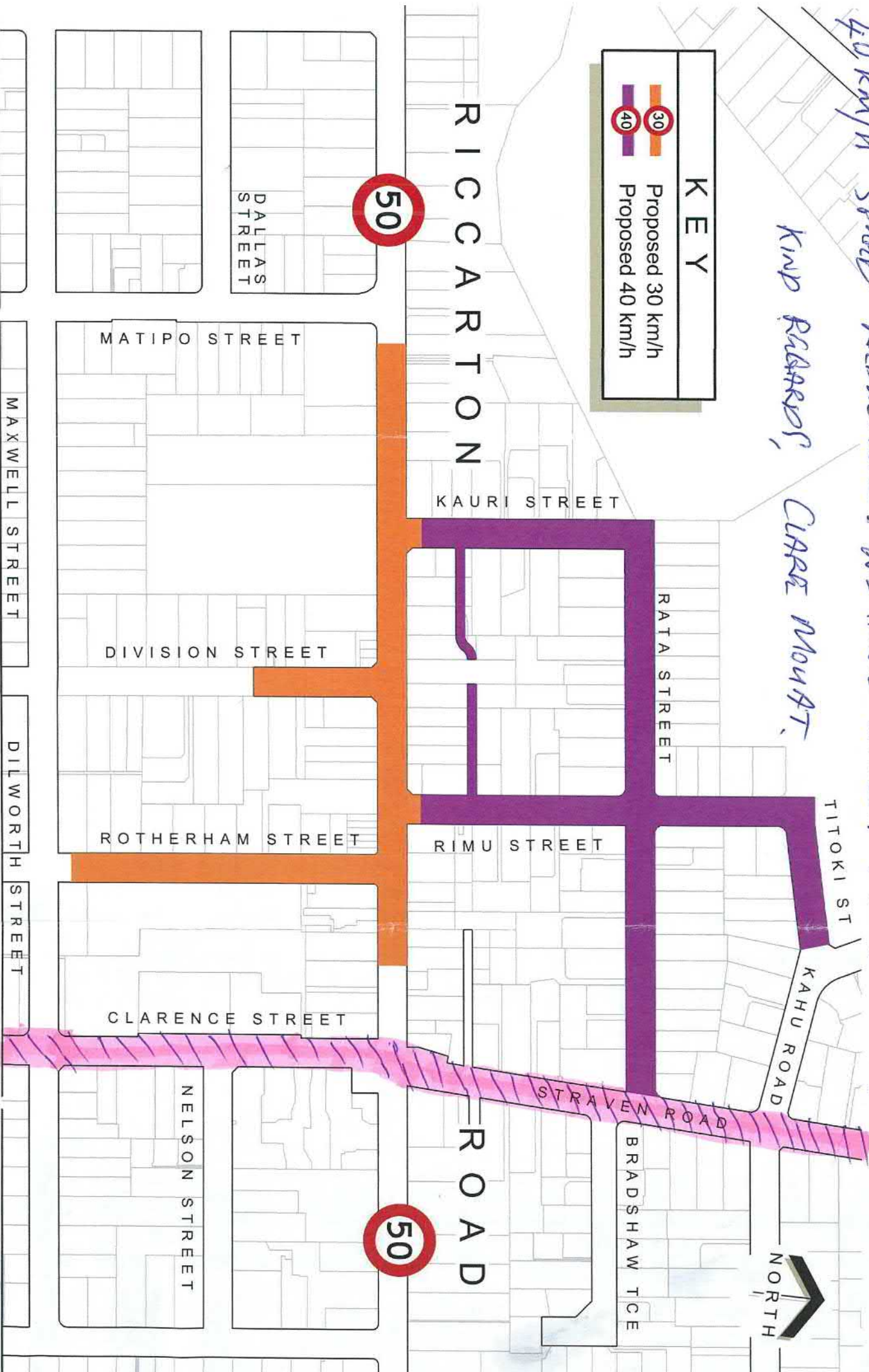
The traffic on the adjacent streets should not be allowed to travel faster than the traffic on Riccarton Road, otherwise that just encourages short-cutting.

We would like to propose to include the section of Clarence Street
or Straven Road area; - (between Christchurch Boys High School & the
Wastfield Turn; - in & out to the car park), area also included in the
40 km/h speed reduction. We have student, pedestrian & turning traffic.

Kind Regards,
Clare Mouat.

KEY

-  Proposed 30 km/h
-  Proposed 40 km/h





February 10 2020

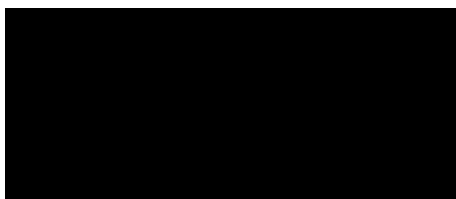
RE: Riccarton Road Speed Reduction

SUBMISSION FROM SPOKES CANTERBURY

Spokes Canterbury is a local cycling advocacy group with approximately 1,200 members that is affiliated with the national Cycling Action Network (CAN). All submissions are developed online and include members' input. Spokes is dedicated to including cycling as an everyday form of transport in the greater Christchurch area.

We would like the opportunity to appear at any public hearing that is held to consider submissions on these projects. Should there be an officer's report or similar document(s) we would appreciate a copy(s).

If you require further information or there are matters requiring clarification, please contact our Submissions Convenor Dirk De Lu in the first instance. His contact details are:



Don Babe
Chairperson, Spokes Canterbury

Submission

This feeble attempt to implement safer roads in Christchurch, while appreciated, confirms the problem of timidity at Council which fails to deliver safety or transport equity.

Riccarton Road is busy, congested and unsafe at 50km/h. Serving many local shops and the mall makes safe access by all transport modes a matter of equity. Lowering the speed is the easy low cost first step to safety and fairness. By itself, and in this piecemeal fashion it is barely a "baby step".

How can people on bicycles safely access the businesses on this road? The UniCycle MCR provides a very indirect alternative route. The cycle lanes on busy Blenheim road provide an alternative unattractive to all but experienced cyclists. Neither serve the commercial centre of Riccarton. The infrastructure on Riccarton Road is compromised by on street parking, narrow lanes, bus stops and congestion. Road fairness is not achieved and Council's own climate goals undermined by continuing to provide car centric solutions.

The speed limit reduction being limited to the area bordering the mall is nonsensical. The area is already slow go due to traffic. Expanding the reduction to the entirety of Riccarton Road from Deans Ave to Hansons Lane will at least give people on bicycles a safer route between the closest cycle infrastructure to connect to the UniCycle, South Express and Little River MCR's, in support of Council policy found in the 2018 LTP Service Plan for Active Travel.

Speed reduction is appreciated for the residential streets. Please expand to include both Matipo and Clarence and the congested on street parking street of Maxwell/Dillworth which connects them. The proposal only provides limited access to/from the UniCycle route. People on bicycles come from all directions and routes.

Council's defacto "Ghettoizing" of people on bikes to a few options which may or may not, be suitable, meet needs or be even safe needs to be replaced by the understanding that people on bikes need access equivalent to that provided to cars. Spokes remains open to sitting down with staff to sort out Quiet Streets routes to give people on bicycles safer routes for accessing the mall and local shops.

Spokes supports the lowering of speed limits, we do not support this half-hearted effort.