

## Businesses/Organisations

Submission ID	Tell us what you think about changing the speed limit from 50 to 40 kilometres per hour	Name	Name of organisation and role
39212	<p>The Beckenham Neighbourhood Association supports the proposed lowering of speed limits in the Beckenham Loop.</p> <p>The BNA was incorporated in 1980 and currently has about 60 households and 80 residents as financial members. We support the lowered speed limits for two reasons.</p> <p>Firstly it is consistent with our aims of improving conditions for local residents. The Beckenham Loop has a high percentage of young families, and there is a retirement home at Thorrington Village. Both children and the elderly are at risk from motor traffic, and lower speeds should make the area safer for them.</p> <p>Secondly in mid-2020 we consulted with local residents at public meetings asking what they saw as priorities for improving the Loop. A frequent comment was that residents wanted slower speeds, so we believe there is community support for this change.</p>	Dave	Beckenham Neighbourhood Association- Chairman
39140	Yes, Lower would helpful , 30 speed limit would be better on the main contributions roads of Malcom Ave and Birdwood Ave.	Jason	Home owner - Home owner
38138	<p>(1)Proposed changes-errors Tuscan PLACE. Malcolm Avenue (from Eastern Terrace to WAIMEA Terrace)</p> <p>(2) Support 40 km change but with a huge variety of speed limits in the City we think it is sensible to limit ALL City and Suburban areas to 40km limits including the confusing 30km limits on some City streets. Please take this comment seriously. As a professional I have looked into it all!</p>	Paul	RSCM-NZ PRESIDENT
39213	Thank you for the opportunity to comment. I support the reduced speed limit in the Beckenham loop to improve safety for other road users, particularly pedestrians and cyclists. As the Council is likely aware, the busiest times in this area are during school drop off and pick up. The Beckenham school zone extends into Huntsbury and Sydenham and this proposal fails to address the greatest safety issue facing families (and all residents) in this area, which is the lack of safe crossings for pedestrians and cyclists on Tennyson St. We cross this road each morning with our 5 year-old on his scooter or bike and often with a 3 year-old in tow - the crossing is intimidating and stressful every day and we observe dozens of others facing the same issues. If the Council is truly committed to transport mode shift and embedding healthy travel behaviours from a young age, barriers such as this must be removed. In this case, safe well-marked zebra crossings near Eastern Terrace and Norwood Street are necessary to enable children to get safely to school. Thank you for your consideration.	Emma	

## Residents

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39213	<p>Thank you for the opportunity to comment. I support the reduced speed limit in the Beckenham loop to improve safety for other road users, particularly pedestrians and cyclists. As the Council is likely aware, the busiest times in this area are during school drop off and pick up. The Beckenham school zone extends into Huntsbury and Sydenham and this proposal fails to address the greatest safety issue facing families (and all residents) in this area, which is the lack of safe crossings for pedestrians and cyclists on Tennyson St. We cross this road each morning with our 5 year-old on his scooter or bike and often with a 3 year-old in tow - the crossing is intimidating and stressful every day and we observe dozens of others facing the same issues. If the Council is truly committed to transport mode shift and embedding healthy travel behaviours from a young age, barriers such as this must be removed. In this case, safe well-marked zebra crossings near Eastern Terrace and Norwood Street are necessary to enable children to get safely to school. Thank you for your consideration.</p>	Emma
39211	<p>Beckenham Loop 50 to 40 km/ hr submission</p> <p>Good afternoon</p> <p>Thank you for the opportunity to submit my views on the proposed speed change in my home area.</p> <p>As a long term resident 34 years living at the same address i feel I am more than qualified to make submissions based on my traffic experience in the Beckenham Loop.</p> <p>I have many areas of concern with this proposal.</p> <p>Adverse effect of additional traffic control measures on visual, parking and environment amenity.</p> <p>The very reason I live in Fisher Ave is for the visual amenity of a tree lined street, the good road width with ample side parking for visitors, favourable access to main roads and a quiet neighbourhood well serviced with local play and school facilities.</p> <p>To lower the existing standard speed limit from 50 to 40 km/ hr will require substantial advisory signage and/or road markings as outlined in Traffic Note 37 Revision 2 from NZTA.</p> <p>As counted recently there was 14 signs in the immediate area already and given any additional promotes driver visual overload let alone the visual pollution factor.</p> <p>A good example is Columbo St Brougham St intersection a driver visual sensory overload including a large distracting LED active sign although conditions are different here the concept is the same.Excessive amount of signage causing confusion.</p> <p>Given the councils own recent mean operating speed test results of 44 km/hr not meeting the average speed criterion of 5 km/ hr below 50 km/ hr threshold as outlined in this document does not support a change on this basis or any basis under the Warrant details section in the above referenced document.</p> <p>I have yet to see the District Road Traffic report on this area as required and expect this is made public to give suitable context here.</p> <p>The local schools (Beckenham and St Peters) have already the mandatory 40km/ hr during school road activity time and in my experience the traffic speed is always very much lower at this time anyway given the existing narrower road berms, both sides parking and road markings In the school vicinity.</p> <p>There already exists traffic lights on nearby Colombo St and twin cycle ways on Tennyson St with ample parking for pupil pickup set down.</p> <p>I think everyone already gets the idea we are well supported by roading infrastructure already.</p> <p>As this proposed plan also extends to the greater Beckenham Loop not just the school areas similar measures in terms of Narrowing berms and path widening and planting voids would accompany this signage.</p> <p>The direct impact will be reduced access, reduced through traffic flows and increase in peripheral roads, merely moving any congestion at peak times in my view.</p>	Tim

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	<p>Modification of roading widths and form causing reduction in parking amenity .</p> <p>Increase in footpath widths again already sufficient in my view and quite a task to extend around established tree plantings.</p> <p>Concluding :</p> <p>My view is the status quo is more than sufficient for the traffic flows, vehicle speeds self manage and need no further intervention.</p> <p>This will be an expensive option to enforce a further 4 km/ hr that would be far better spent on proven dangerous roading issues .</p> <p>General maintenance on the existing roading surfaces not done in many years would be better option.</p> <p>To date I have seen no evidence of any comprehensive investigation only a cookie cutter approach to suburban growth here.</p> <p>As a long time resident I hope you will consider my submission.</p>	
39210	I think there has not been enough consultation with affected residents & it seems like its a big change requested by only a few people.	Kaye
39209	I don't agree with the reduction in speed in this area outlined. I believe this makes sense in school zones but to enforce in such a wide area doesn't make sense. The nature of the streets reduces most drivers speed anyway with reduced widths due to parked cars either sides and you will still have those that will speed anyway. People need to look at their own behaviour when driving if they aren't slowing to suit the conditions/environment around them.	Tania
39208	I support this, the way the roads are and the amount of cyclists, walkers, scooters etc I rarely get over 50km on these roads anyway.	Colleen
39206	Terrible idea. Not in favour of it at all. Although I dont live in Beckenham, my son attends Beckenham school.	Brett
39205	I fully support this.	Jenny

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39203	<p data-bbox="379 224 557 252">22 March 2021</p> <p data-bbox="379 291 679 319">To Whom It May Concern,</p> <p data-bbox="379 359 2561 453">I am writing in support of the lowering of the speed limit to 40km/hr within the Beckenham loop and to suggest extending the lower speed area on Malcolm Ave up to Colombo St. My family is resident on a Fisher Ave in the Beckenham loop area and has 2 children that attend Te Kura o Huriawa Thorrington. We use a mix of walking, cycling and a car to move within and in and out of the Beckenham Loop area.</p> <p data-bbox="379 493 2570 621">The map provided for comment shows the 40km speed limit on Malcolm Ave commencing near the bridge close to the Donkey Track that follows the river and provides eastern access to Te Kura o Huriawa Thorrington. There is currently a safe crossing area (indicated onsite as a suggested place to cross) near the bridge close to Hunter Tce. Please consider commencing the 40km/hr maximum speed limit from the intersection of Malcolm Avenue and Colombo Street. This would prevent cars accelerating to 50km/hr to between Colombo St and Hunter Tce in either direction when there is only a short section at the higher speed.</p> <p data-bbox="379 661 2540 722">School children from Christchurch South, Cashmere High School and Te Kura o Huriawa Thorrington use this section of Malcolm Ave to enter the Beckenham Loop area and a consistent 40km/hr speed limit would aid safety for pedestrians, cyclists and drivers.</p> <p data-bbox="379 762 2552 890">The provided map does not show that Malcolm Ave in its current form as a through road from Colombo St to Eastern Tce. I hope that is an error and not an indication that splitting Malcolm Ave into 2 sections is being considered. Having several options to enter and exit the loop via Norwood, Fisher, Malcolm, Birdwood helps to spread traffic out to minimise queuing to enter or exit the loop. Also, having the option for cars from within the loop to leave via a left hand turn onto Colombo St prevents the alternative less safe right hand turn from Birdwood onto Centaurus near the intersection with Bowenvale Ave for people who want to head west along Cashmere Rd.</p> <p data-bbox="379 930 2552 1024">I would also like to provide a submission on another area of potential street changes that currently lacks an official channel to comment upon. A group of people within the Beckenham Loop area have given an indication of changes to Fisher Ave, commencing in April, in association with the Innovating Streets Waka Kotahi NZ Transport Agency projects. I believe they (as the Beckenham Neighbourhood Association (BNA)) and the Christchurch City Council (CCC) were involved with the funding application.</p> <p data-bbox="379 1064 2546 1192">It is disappointing that what sparse information there has been about potential Fisher Ave changes has been funnelled through a single special interest group, the BNA and its Better Beckenham (BB) off-shoot. There has not been an opportunity for local residents and other stakeholders to view or comment on the proposed Fisher Ave changes which should really come direct from the CCC. There is a single image available on a BB hosted Facebook page that lacks any accompanying description and has been created by that group rather than the CCC so it is unclear whether the image is representative of likely changes or not.</p> <p data-bbox="379 1232 2552 1360">I strongly object to the 'tactical implementation' that is part of the Innovating Streets programme. This disenfranchises stakeholders by specifically avoiding adequate consultation processes. It allows very select groups with the resources to dominate social platforms to limit and prevent others having an opportunity to get either informed or contribute their viewpoint. The BNA/BB has hosted many 'community meetings' and been challenging towards people for whom attendance is not an option. There should really should be some online CCC hosted, and therefore more trusted, information about potential Fisher Ave traffic-flow alterations.</p> <p data-bbox="379 1400 2561 1528">Fisher Ave has already experienced partial closure for utility works for a period of several months within recent years. It does not need another trial period to see if it is beneficial to the community; the community should have the opportunity to comment on any proposed changes well-in advance of any possible future street changes. And strong consideration should be given to leaving Fisher Ave alone! It was a relief to have the street re-opened and helped our household limit our car movements within the Loop area by being able to exit or enter via Colombo St or Beckenham St depending on our intended destination rather than contributing to the heavier traffic along Norwood and Sandwich Rds.</p> <p data-bbox="379 1568 2552 1663">The select 18 people that were interviewed for a paper written by University of Canterbury staff and students following the closure were clustered in a particular area and is not representative of residents of the whole street and the wider Loop residents, nor of local businesses, or others that use Fisher Ave and other Loop streets. Please either cease the Fisher Ave project, giving consideration to 'tactical implementation' being disenfranchising or proceed no further until the CCC has supported a consultation process that those outside the BNA/BB can be involved in.</p>	Johanna
39201	This is a complete waste of time. People go so much faster than 50 already, especially along the river and that has speed bumps...	Ashtyn

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39200	<p>I think the key focus needs to be Tennyson street and Burswood Ave.</p> <p>Both are main through-fares for traffic particularly related to school traffic. The same traffic has to coincide with people on cycles and also every day people who commute to work. I would agree that a reduction in speed will help and safety is absolutely paramount.</p> <p>I will also add that there is talk of blocking off fisher ave- I don't agree with this idea for a few reasons- I think it will divert flow elsewhere creating frustration in the loop. I think that congestion will take place during school pickup and drop off for saint Peters. I think the physical width of four vehicles turning into beckenham street while having common traffic waiting will increase wait times in other areas which disrupts flow from surrounding suburbs like Saint Martin's and These are to mention a few. I think the solution would be to install more refined speed bumps in fisher avenue to coincide with exisiting as this will encourage fast drivers to not got down there as much and this can also be applied down the schools of beckenham and Saint Peters plus beckenham kindergarten.</p> <p>I think a reduced speed rate of 10 would be a pragmatic decision as would additional speed humps down fisher ave. do note: the existing speed humps have deteriorated in physical height over the years and could be redesigned to be more fit for purpose.</p>	Kieran
39199	Change it to 30 then you will get traffic going at 40	Peter
39198	Brilliant idea. Safer for everyone esp our children. Lots of schools therefore families living in the area.	Linda
39197	As A Birdwood avenue resident, I fully support this lowering of the speed limit and, furthermore, would ask the council to consider combining this change with the addition of traffic calming measures in Birdwood avenue, such as the building of islands/chicanes in the road and also the marking out of cycle lanes, as this is a major route for young children from the loop proceeding to school at Thorrington or Beckenham primary schools. Thank you	James
39195	40km would be great making it much safer for all in the area, especially the children going to and from school, kindly, swimming, library etc	Tanya
39194	40km would be great making it much safer for all in the area, especially the children going to and from school, kindly, swimming, library etc	Tanya
39193	This is a great idea, especially on Tennyson Street	Paula
39192	I do not think this is a reasonable or warranted change to make.	Nicholas
39188	<p>I fully support changing the speed limit from 50 to 40 kms per hour in the Beckenham community.</p> <p>In our neighbourhood we have Beckenham School, there several early childhood centres, a retirement home and a few business like The Birdwood café / pizzeria. A lot of kids attend Cashmere High School and bike or walk there every day. Many people walk to Beckenham School with their children every day and especially on Birdwood Ave, cars often drive too fast (faster than 50kms/hour). Therefore reducing the speed by 10km/hour is very welcome.</p>	Ann
39186	<p>Absolutely pointless, those who drive fast with no regard for the outcome/conditions have no interest in a posted speed limit.</p> <p>All these different posted speed zones are just creating confusion for those trying to obey the law.</p>	Brett
39179	I think this is a great idea given the number of pedestrians and cyclists in the loop. I have 3 children and it feels a lot safer crossing roads and biking with them when cars are travelling at 40km per hour.	Celia
39177	Thank you for letting me have a say and making this proposal. I think the speed restriction is fantastic and I welcome it whole heartedly. However, I do believe this is just the tip of the iceberg and would like to see a lot more done about all the other traffic issues we have in the Loop and how they might be remedied before it's too late.	Miranda

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39176	<p>I am in favour of the speed limit being reduced within Beckenham Loop proposed by CCC.</p> <p>It has come to my notice that increased traffic volumes in the Birdwood Avenue area almost dictate an increase in speed. Although one must expect change and move with the times the noticeable number of trades people coupled with couriers and large vehicles has contributed to increased traffic volumes sometimes not sticking to the 50km zone.</p> <p>I live in a private lane and in recent years extra notices have been necessary to alert drivers to take care of the elderly and children residents. There has been an increase in the number of elderly residents at Thorrington retirement village this year. I wonder too if consideration should be given to re introducing some sort of bus service to the area. From a personal perspective I am a frequent bus (No. 1) and Orbiter user and find both services first class providing a variety routes to service my needs. Perhaps a trial period would be a good way of gauging patronage so that people who may find the walk to Colombo Street or Centaurus Road a little too far.</p> <p>In addition to the subject on hand I wonder if Norwood Street should be renamed Norwood Avenue given its wonderful avenue of beautiful trees. I believe it's a privilege to live in Beckenham and would be most happy for any contributing aspect to keep it a desirable place for families big and small to continue to enjoy.</p>	Jane
39174	<p>Thanks for the opportunity to comment on the proposed speed change in Beckenham. I fully support the reduction in speed limit to 40km/h or lower.</p> <p>With 2 primary schools, children on scooters, skateboards, retirement home, child care centre, many cyclists, runners, walkers, dogs, cats, park users, parked cars etc. its an area with many people and animals out and about on the streets at various times of the day and evening.</p> <p>I worry when I hear and see people driving at 50 kms and above that a child or bike wont be seen in time. Children often cross the street when I'm going to work and they can be unpredictable, dashing across at the last minute or with head phones on not noticing they have walked out on a corner into the road.</p> <p>I'm very supportive of a reduced speed limit and any other speed reduction/traffic safety enhancements that can be made in Beckenham. Its a really popular pedestrian and cycle area that definitely needs to be made safer.</p>	Clare
39168	40kms hour and speed humps down Norwood and birdwood	carla
39162	I believe the deadline has been extended to 11 April (?). Briefly, I fully support 40 kph and 30 kph near the schools in Fisher Avenue and Sandwich Roa. drivers are used to slowing near schools. As a habitual cyclist I find 50 kph uncomfortably fast when driving in Christchurch.	John
39160	Please change the speed limit. Would bw so much safer to reduce the speed to even 30km/h	Minh
39157	Morning, could we open up the idea of dropping the speed to 30kms? There are so many children and bikes in Beckenham it would make it so much safer to have a 30km speed limit! Thank you!	Julia
39154	I think it's a good start, but I would prefer it to be 30km/ hr. There are so many schools and kindergaterns in the loop, plus quite a large population of elderly people that 30km/ hr would be a lot safer.	Jan

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39150	<p>With the information that I have at hand I don't support the proposal for a permanent reduction of speeds, nor am I at all impressed with the communication of this proposal.</p> <p>First off, how significant of a problem is this kind of safety in the Beckenham loop? Is there a record that incidents (actual or near misses) are high in this area, especially that would have benefited from a speed reduction to 40km/h? If it is high, what other factors played a part, lighting, obstructions? If this is a topic of safety, just how unsafe are we right now?</p> <p>The data collected from the Better Beckenham project shows that base speed is not a problem that needs fixing. The mean speed has been recorded at 44 km/h showing that enforcing a 40km/h speed limit will likely have little effect at all. Blanket reducing the speed limit is a slap in the face to all those that are proven to be making considered decisions while driving.</p> <p>What the data did expose is that there are some outliers at the top end (70km/h comes to mind). This ought be the target to reduce speed in the pursuit for safety. Living on Fisher Ave close to Eastern Terrace I occasionally hear vehicles travelling at clearly excessive speeds. Since there is complete disregard to the current speed limit I doubt that those behaviors would be any different if the speed limit was reduced.</p> <p>I fully support initiatives that help to influence people to drive safer (not just slower) and the Beckenham loop exemplifies a number of these already - a closed loop and lack of thoroughfare - the beauty of established and maintained canopy of street lined trees - community spaces (schools and parks in the loop) - not a lot of commercial businesses and if it is its still community based (swim school, kindy, day care and cafes). However I don't support initiatives that solely aim to reduce speed, often at the expense of other amenities, visibility or usability. While reducing visibility may slow people down, is it actually that much safer when you have less time to see perils coming? While adding 'chicanes' may slow people down, is it actually that much safer that perils are coming from unexpected places or vehicles are already maneuvering? While adding speed humps may slow people down, is it actually that much better when vehicles are constantly accelerating and decelerating and distracted?</p> <p>Finally to put the safety topic to rest, the transport landscape is going through a radical change. Sure, days were simple when all there was were pedestrians and cars, but bicycles have been around a long time and I am still yet to see an elegant solution to sharing transport paths together. With the imminent dawn of electric transport so comes the 'silent projectiles' - be it car, bicycle, scooter, unicycle. How many of these techniques of lowering visibility, unexpected paths and intentional obstructions will work tomorrow?</p> <p>I also see issues regarding where these speed changes are being applied. The Eastern Tce and Centaurus intersection (over a narrow bridge) and the Eastern Tce and Tennyson intersection (coincidentally right next to another bridge) are already troublesome intersections that will be further complicated with an uncommon speed change. Malcolm Aves speed change happens half way down it (wow, coincidentally right next to another bridge, at least this one is less distracting). I deplore continual speed changes where there is no clear rhyme or reason for it. Its more distracting and rather than concentrating on driving (more so on unfamiliar roads) I'm constantly trying to remember what the speed limit is for this section of road. Being inconsistent with speeds in similar environments makes speed limits less intuitive and is yet another distraction from what is happening right in front of the driver.</p> <p>Lastly, my submission is being sent right at the deadline because I was caught unaware and just happened to have this brought to my attention. Considering this is a topic that affects not just the residents of Beckenham but also the visitors I don't understand why there is no signage of this proposal anywhere in the area. How are people to know that this is even a topic being considered at all? They just happen to be perusing the ccc website and stumble upon it? Please don't say the reach out is via any social media platform. Its obvious the target for this haveyoursay is anyone that uses this area, so why is it not advertised in-that-area?</p> <p>I've raised a number of questions in this response and I genuinely would like to hear the responses. My questions are of curiosity, and as such I am still open minded.</p> <p>As it stands with the information that I have I don't believe a permanent speed reduction is what this area needs nor will it create the effect that you are after.</p>	Nigel

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39148	<p>Hello,</p> <p>As a resident in Beckenham I strongly support the proposed speed changes.</p> <p>I offer the four following thoughts as to suggestions as to why.</p> <ul style="list-style-type: none"> <li>- The intersection at Sandwich and Birdwood is unsafe at speeds over 30 km/ hr and there have been accidents and near misses where speed was without doubt a factor. Lower the speed limit on that S bend would be a really, really, good idea. Perhaps the proposed changes don't go far enough?</li> <li>- Most of the area roading layout (including that noted above) were designed before cars were common place. It was not designed with speeds of 50 km per hour in mind. It was meant to be a pedestrian friendly space with lots of room for people. Birdwood is instead now a speedway. it is not pedestrian friendly.</li> <li>- The area has a several primary schools but is divided by Birdwood and Norwood. Cycling for kids is great on the smaller streets but crossing Birdwood and Norwood is often an intimidating experience. If we want to encourage kids to bike and walk, for many good reasons, let's give them an opportunity to do so in a safe environment.</li> <li>- Speed reduction measures are already in place on Eastern Tce and Fisher. No one has asked that these be removed, and property values on Fisher Ave seem to be doing OK, so perhaps speed reductions are already demonstrated to have many positive outcomes and it is time for the benefits to be expanded to the rest of the suburb.</li> </ul> <p>I suppose that's my bit, but in parting; If you've received letters, emails and Facebook posts from people lamenting this speed review and having triads at the Council and Community Board, just remember that the poor things are terrified of change. In their panicked fervour to keep things the same they know not how daft they are being.</p> <p>Thank you for taking the time to read my submission.</p> <p>Kind regards,</p> <p>Kylie</p>	Kylie
39147	I think this is a fantastic idea. Speeds down some streets like Birswood are far too fast. Also Norwood. Streets like Fisher ave don't need to be closed off as this will cause more issues on Tennyson and Malcolm	Matthew
39146	I am in favour of reducing the speed and would like to see it down to 30 kilometres per hour.	Sue
39144	<p>I support the proposed lower speed limit in the Beckenham Loop. I have lived in the loop since 2016 and I think there are unusual features here which make the 50 km/h limit inappropriate. There are many families with young children, both preschool and school age. Many attend the local primary school and get there on foot or scooter. There is a high use of bicycles in the loop (highest in NZ in the latest census, I understand), including cargo bikes and bikes with child seats. There is also a retirement home. Both the young and the elderly are at risk with faster car traffic, and so there would be clear safety benefits across all age groups of lower speeds.</p> <p>My only comment is that I would prefer 30 km/h as I think 40 km/h is too timid. There is very little through traffic because of the river boundary, so most cars are ending or starting their journeys in the loop. Most of the roads are narrow or winding or have trees or car parking along berms or all the above, including Waimea Tce and Eastern Tce, which together are more than half the roading length of the Loop. I suspect average speeds along most of the loop are already below 40, and that's particularly important along the river where there are pedestrians, around the School, and around Beckenham Park which is busy before and after school and on weekends with sport. In all those places, a 30 km/h limit would seem much better than a 40 limit.</p> <p>But 40 is certainly better than 50, so I support this proposal if we cannot have 30.</p> <p>Thanks for the chance to comment.</p>	Dave
39142	I think it's a good idea and should be extended to Tennyson st also.	Jill
39139	Step change would be 30km, we have 20 in the UK in many residential areas. It is far safer for children.	Ruth



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39138	It's stupid. We don't need lower speeds, we need a better intersection from Norwood onto Tennyson street. Closing Fisher ave to only residents is going to make that a nightmare. Malcolm avenue onto Colombo is a pain in the arse and so is the bridge onto centarus near bowenvale area. Speed changes are not what any money should be going to, it's better intersections. I've been a kid in this loop and now have my own kids in it. The intersections have always been crap.	Killian
39137	The only streets that should go to 50km/hr are Norwood, Fisher, Eastern & Waimea.	Paul
39132	<p>I love the suggestion of changing the speed limit in the Beckenham loop. My personal preference would be to go down to 30kph, if that's not a possibility, definitely 40kph. With all the school children, preschools/kindergarten, swim school, rest home, elderly residents etc , slowing the speed limit will make life way less stressful and safer for all.</p> <p>I fully agree with the idea of building out the Fisher Ave/Norwood St intersections.(and other intersections) Visibility for motorists, cyclists and pedestrians is very difficult. As a pedestrian, I have to step right out onto the road to see oncoming traffic when crossing this intersection.</p> <p>Closing off traffic in the west side of Fisher Avenue!!! You don't get my vote on this one at all. As residents are saying, this is only going to increase the traffic in Norwood St etc and make Tennyson St even more congested especially during school drop off/pick up times.</p>	Chris
39131	<p>Overall I am supportive of reduced speeds, my fear is that simply reducing to 40 with signage will not achieve that outcome. Narrowing some streets, speed bumps and other speed reducing measures would add greater value.</p> <p>I am also supportive of reducing the speed limit even further I.e down to 30.</p> <p>In short glad the speed is proposed to be reduced, any extra to help enforce the reduce speed (narrowing, speed bumps) would be a bonus.</p>	Chris
39127	I support the proposed change in speed limit from 50 to 40 km/hr in the Beckenham loop to keep our neighbours and children safer. Perhaps the limit could be further reduced to 30 km/hr between the hours of 8-9am and 3-4pm when many people are commuting to work and children to/from school on certain streets (eg. Birdwood Ave, Norwood Ave, Sandwich Rd)to help increase awareness of others however they choose to travel.	Kristy

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39126	<p>Reducing the speed limit through the Beckenham loop can only bring a more safer environment for those living and moving around the area.</p> <p>What I don't agree with is the closer of Fisher Ave which isn't actually included in this online review, it has been very poorly communicated through the Beckenham Community and has created anxiety and</p> <p>Disagreements amongst the community.</p> <p>The Christchurch City Council and NZTA have collaborated poorly at making this project work for this community.</p> <p>I understand 18 residents of Fisher Ave had been consulted which doesn't make up the voice of a community. It would be negligible to shut a street without considering and understanding</p> <p>The impact on the neighbouring streets. It appears to benefit a very small group of people on which is already a very quiet street with a small traffic volume.</p> <p>Why does Fisher Ave need to be turned into a 'Play' Street which encourages children to mingle and play together on the road when Beckenham is known for it's parks, green spaces and walking tracks around the community. The proposed area for the play street sits 100 metres away from two school fields both of which have large green spaces for children. This is not the UK where we have limited sized back yards and outside spaces for children to have fun which is where the research for this project was initiated. Fisher Ave is the most affluent street in the Beckenham Loop with a considerable amount of homes with large section sizes.</p> <p>To close Fisher Ave will push traffic onto Beckenham Street, Norwood Street and subsequently Tennyson Street. Tennyson already has three peak traffic times through the day</p> <p>which makes it Extremely difficult to move around the area and for residents to enter and exit properties. It's a narrow street and a high use area by vehicles, Bicycles and pedestrians with a lot of parked cars on either side, increased traffic volume will only exacerbate the problem and make it a more dangerous area to move through and to live on.</p> <p>Would the money not be better suited to areas with high density living where there is no outside space for children to have fun</p> <p>Thank you.</p>	Rebecca
39123	<p>I support the speed reductions proposed in the Beckenham loop, but would prefer to make the entire loop a 30kmh zone as opposed to 40kmh. This may also reduce any perceived "rat running" occurring through neighbourhood streets and negate the (perceived) need to close otherwise well functioning streets, such as Fisher Avenue, to through traffic.</p>	Nick
39113	<p>I would prefer the limit to be 30 as the roads are dangerous. 40 is too high for an area where there are a lot of children and cyclists</p>	eve

Submission ID	Tell us what you think about changing the speed limit from 50 to 40 kilometres per hour	Name
39112	<p>Better Beckenham Project</p> <ol style="list-style-type: none"> <li>1. We are opposed to any changes to the existing speed limit of 50km as the City Council has already stated that mean speeds within the area are already below the existing 50km. Check out Birdwood on a good day – would be 55+</li> <li>2. Closure of Fisher Avenue – where are the vehicles channelled too in this case - Tennyson/Birdwood to Malcolm?</li> <li>3. Birdwood Avenue Intersections. I am opposed to any kerb buildouts as we already have flooding issues at some of these during heavy rain and having seen council plantings of natives in other areas of the city notably Chipping Lane and James Condon Place in Redwood it resulted in greater flooding. Also planters if not kept under control can obscure visibility for turns etc. (Refer the planting at the corner of Malcolm and Hunter Terrace).</li> <li>4. An option would be to remove the berms in Norwood to allow through traffic as this is held up by school hours and resident parking. They are already closed off by residents to stop people parking on the grass (great idea) but are they used?, Would, if kerbing installed, give more accessible parking too.</li> <li>5. We would much rather see the council spend money on improving i.e. making the kerb and channelling more user friendly as they are currently deep and during Covid 19 lockdown we found them dangerous when having to get out the way of uncontrolled children on scooters as you cannot easily jump over them, nor should you have to!</li> <li>6. Another option would be to widen the footpaths as when bins are out for collection it is impossible to get mobility scooters down the pavement.</li> </ol>	Bernard & Janet
39111	<p>I have no strong objection to lowering the speed limit within the loop but I question its effectiveness.</p> <p>I believe that having different tiers of speed limits around the city is confusing and they are less likely to be adhered to. We already have some 30 km/hr streets, most at 50km/hr , 40 km/hr near schools at varying times.</p> <p>I think having one allowable speed within the city boundaries should be considered. It would also reduce the cost of the considerable signage that is needed for different speed zones.</p>	M.J.
39106	<p>I think a reduction to 30 around Waimea Tce and eastern terrace is a much better fit owing to the amount of traffic users combines with pedestrians and cyclists using the roads.</p> <p>The roads are narrow and there is substantial hazards present for large parts of the day - not just walkers/ runners or cyclists who use the river edge side of the road (where there are no footpaths and marginal banks to actually walk on) but the nature of a windy road following the river leads to poor visibility in a lot of places.</p> <p>I also feel narrowing the road at points combined with speed bumps would be beneficial. As the people who generally speed tend not to follow the speed sign regardless of what speed is stipulated.</p>	Richard
39105	<p>Hi there, I live in Waimea Tce and I think a speed reduction is a great idea, but 40km still seems too fast. 30kms would be ideal - more cautious drivers already tend to go about 30kms as there are so often walkers beside the river which makes the road basically into a one-lane street. A reduced speed would be great as I often feel uneasy even walking on the footpath round the river with my baby in the pram when cars go by at 50kms. We have also had our car hit twice in the past few years by drivers who were speeding and lost control (we live on a bend of Waimea Tce and the car was parked outside our house in a parking bay both times ), in one of these incidents the car was totalled.</p> <p>Not specific to the speed change but would love it if there was some sort of protected walkway so that people who wanted to walk by the river had a place to do it apart from on the road, like bollards or a one-way system or something.</p>	Octavia

Submission ID	Tell us what you think about changing the speed limit from 50 to 40 kilometres per hour	Name
39104	I absolutely support the reduction of speed throughout the streets in the Beckenham loop, particularly Norwood Street and Birdwood Ave. I would even say I'd fully support a reduction to 30km/hr. However, I DO NOT support the closure of Fisher Ave at the junction of Beckenham Street and Fisher Ave disabling cars from accessing Colombo St and Beckenham St.	Nicola
39093	<p>The speed limit in Waimea Terrace should be a maximum of 30km per hour for the following reasons.</p> <p>As there is only a narrow foot path on one side of the road many people walk along the riverside. The road is popular with cyclists many of whom are children riding to and from school. Small children use tricycles on the road due to the narrow footpath. In Autumn the many ducks on the river often cross the road to eat acorns.</p> <p>In Norwood Street both sides of the road can have many vehicles parked. The suggestion of 40km per hour would be excessive under these circumstances.</p> <p>For the rest of the Loop 40km per hour is preferred.</p>	Mary
39092	<p>This area is always quite busy, and a reduction in speed on streets makes sense for a number of reasons. It will give more space for young people and children to cross, as well as increasing the number of people who opt to take active transport options for shorter trips.</p> <p>P.s. It made things way more confusing to have the map flipped 90 degrees... to encourage more people to participate, making things simple to understand would be ideal in my mind.</p>	Josh
39085	<p>I am happy with the speed change but do not block the roads or close them</p> <p>There are alot of people unhappy in the area as they are not being consulted and a certain group is dictating what is happening</p> <p>There is no stakeholder engagement in the area only what the group is doing ant not listening to others</p>	Claire
39075	<p>Yes, bring it down...</p> <p>stop the rat run from Birdwood / Malcolm to avoid the Centaurus r/about...</p>	Alistair
39074	<p>I live on Malcolm Avenue in the area proposed for the seeps reduction and believe the street would benefit from a decreased speed limit. It can be a racetrack at certain times of day and night for some drivers. In the future I think CCC could also consider interventions like making footpaths and berm wider and the street narrower to dissaude traffic from driving too fast. Maybe something like Fairview Street could work. Birdwood and Norwood also need action to manage speed. I think it can be very dangerous to cross when there is activity at Beckenham Park and there are cars parked on both sides of Norwood St.</p> <p>Birdwood intersection at Malcolm Avenue could also be improved for pedestrians (which there are many more of now that cafe and church are both active at weekends)</p>	Zoe
39069	I live on fisher avenue and every day, no matter what time it is I watch people hooning down the road at much more than 50km and it really irks me as myself, as well as many others have kids and pets on this street. I think 40km is an improvement but I still think it's too fast. We have to drive 30km through town, why not make residential areas the same, if not slower. There's more chance of children etc being injured in residential areas than there is in town.	Maysha

Submission ID	Tell us what you think about changing the speed limit from 50 to 40 kilometres per hour	Name
39068	<p>This change is a step in the right direction. However, there is no information in this proposal justifying why 40km/hr should be chosen. You say that for changes to be effective they need to be understood and supported by the community. They also need to be supported by research and consider the effectiveness of the proposed change. Why is 40km/hr proposed when organisations such as the UN and WHO endorse 30km/hr for village/suburban areas? While 40km/hr is better than 50km/hr, the difference in stopping distance and impact in a crash is still significant. What justification is there for 40km/hr when 30km/hr would improve safety for pedestrians and lead to less injury and death in the long term?</p> <p>The 'Stockholm Declaration' made by the Third Global Ministerial Conference on Road Safety: Achieving Global Goals 2030 sets out 30km/hr as the maximum speed for urban areas where people and cars mix, and states this should only be exceeded where evidence exists that it is safe to do so. Does CCC have such evidence, and if so, will you produce it for the community to see? This maximum speed is arrived at through research and has been widely endorsed by experts. What justification does CCC have for varying from this recommendation?</p> <p>There is very little information in this change proposal, suggesting a minimum of effort has gone into understanding it and providing background to the community on the change. Please review the justification for the proposed speed and bring it down to 30km/hr, in line with internationally recognised guidelines.</p> <p>Thank you.</p>	Chris
39067	<p>I think this is a good idea. I understand that a large driver of this action may be the school children in the area. I suggest that you extend this speed limit reduction to Eastern Tce-Norwood St section of Tennyson St, at least during school transit times. Tennyson St is crossed by many school children - I have witnessed many near-misses. And sadly some hits</p> <p>Additionally, there is a serious risk posed to cyclists (which includes many cashmere high school students - still learning the road rules) as they travel on the bike path along Tennyson St towards Colombo St. As a driver traveling along Tennyson St, heading in the direction of Colombo street, but turning left into Norwood St, it is often hard to see and/or account for cyclists who are travelling fast along the bikeway and directly across the end of Norwood St as they continue along Tennyson St.</p>	Michelle
39063	<p>I feel there is no need to decrease the speed limit in Birdwood Ave. This should be left at 50 km. I have lived here for 17 years. There is not a school on this street. I would like to drive at the legal speed limit.</p>	Sue
39051	<p>Good to reduce the speed limit - traffic travels too fast on Norwood Street in particular</p> <p>What about a 30kmph like the central city?</p>	Michael
39049	<p>I think 40 is still too fast for big parts of the loop. Please consider 30.</p> <p>I would like to see more spaces that locals can use, and have ownership of, and I think speeds on the straight, wide roads are a threat to pedestrians.</p> <p>I have been in scary situations crossing Birdwood when I can't get the kids across before a car comes speeding around the bend. The road is just too wide for kids to get across.</p>	Marise
39048	<p>Great idea, there are a lot of young children in this area walking to and from 3 schools, kindergartens, South Library and playgrounds. 30km/h would be even better down Birdwood and Norwood as people use these roads as a shortcut between Centaurus and Tennyson St.</p>	Lachlan

Submission ID	Tell us what you think about changing the speed limit from 50 to 40 kilometres per hour	Name
39047	<p>We fully support reducing the speed limits, however, would support a further reduction to 30 km/hour within the Beckenham loop. Reducing to this point would provide even greater safety for the community--in areas of high use by pedestrians and cyclists. Additionally, we would advocate for Malcolm Avenue between Waimea and Colombo to be included within these speed reduction measures. No rationale was provided for its exclusion from the plan, the distance Colombo to Waimea is relatively short and, again, this is an area of high use by pedestrians and cyclists.</p> <p>While not the focus of this consultation, some form of barrier between the road and footpath at the Birdwood/Malcolm intersections is urgently needed. Cars regularly cross onto the footpath when coming around those corners (quickly) as they head towards Colombo. This is a real danger particularly to children who cannot easily be seen by cars turning from Birdwood into Malcolm.</p>	Megan
39045	I think Norwood ave could definitely use a speed reduction due to the narrowness from poor parking but as for the others I disagree. Except maybe just making it 40 around school start and end times	Carolyn
39043	<p>I think that given the prior spend on speed inhibitors throughout Beckenham, such as the numerous speed bumps and traffic islands, this speed reduction would not amount to any great gain. As has been mentioned in NZTA studies which took place during the closure of the Colombo Street end of Fisher Ave, the mean speed within the Beckenham Loop is 44kmph, why bother changing the speed limit for a 4km drop? The real hotspots of issue with roading within Beckenham are Tennyson Street and Birdwood Avenue. I do not feel a reduction in speed limit within this area will amount to any great change in terms of road safety. I spend a lot of time driving, walking and biking through Beckenham and understand the issues which arise during the pick up and drop off for schools (Thorrington, Beckenham and St. Peters) however, there is already legislation and speed reductions around these times in place. If the root of this issue is to be addressed, the best way will be further signage installed into Norwood Street and cutting back vegetation to allow for a greater line of sight through key intersections. Another issue to address which heavily affects the safety around Beckenham School is parking on the verge. Quite a few residents have put rocks on the verge outside their houses to protect the grass and/or reserve there parking. Whilst the residents are required to maintain this area, the land belongs to Council and therefore preferential use is a ridiculous concept. Geo-grid or a similar surface could be installed to allow for more car parking to be available. This would allow grass to be kept and provide more parks for parents during the pick up and drop off periods.</p> <p>Other than the aforementioned issues around schools, I do not feel the streets of Beckenham are unsafe and warrant a reduction in speed limit. This will just further confused people whilst driving around the area.</p>	Hugh
39036	Great idea! I cycle to and from Beckenham School each day with my son and would feel so much safer if the speed limit was reduced as suggested.	Julie

Submission ID	Tell us what you think about changing the speed limit from 50 to 40 kilometres per hour	Name
39034	<p>Proposed speed reduction in Beckenham Loop</p> <p>I have resided within the affected area for some 18 years and enjoyed countless hundreds of hours walking along the riverbank or alternatively cycling through the area without any issues arising from vehicle speed. I cannot recall any vehicle accidents being reported which are directly attributed to speeds between the two parameters, being 40 to 50 kilometres per hour. I would welcome receipt of documented evidence to the contrary.</p> <p>Within the total distance of approximately 8.5 kilometres of public roads, there are two schools, two churches and a very small commercial precinct located at the Birdwood Avenue/Malcolm Avenue intersection. The schools have the benefit of speed humps adjacent to their gates and several others interspersed throughout the area to assist with speed reduction.</p> <p>The churches are primarily utilised for a few hours on Sundays along with other infrequent religious ceremonies and occasional community activities. Additionally, the east/west running streets have compulsory stop signs where they dissect both Birdwood Avenue and Norwood Street to further reduce the speed of vehicles.</p> <p>To be consistent, should the Council have the safety of residents first and foremost they would not terminate the speed restriction at the intersection of Malcolm Avenue and Waimea Terrace. With significant volumes of vehicular traffic both entering and leaving the Council facility and the Cashmere Club via Hunter Terrace, any speed reduction needs to commence at the Colombo Street/ Malcolm Avenue intersection to be seen as a credible endeavour to increase public safety. Considerable numbers of pedestrians accompanied by both children and pets wander along Hunter Terrace.</p> <p>Regrettably there will always be transgressors regardless of whatever speed limit is promulgated. You cannot legislate that activity from existence. Further, there comes the problem of enforcing the reduced speed limit. New Zealand Police cannot maintain a significant presence in the neighbourhood to actively monitor errant motorists. Itinerant motorists within the area risk becoming inadvertent law breakers by virtue of inconsistent speed limits throughout the city. Beckenham Neighbourhood Association has identified in their March 2021 newsletter, mean speeds are now "about 44km/h" so an arbitrary reduction to achieve a reduction of 4 km/h is going to incur substantial financial outlays for a net outcome of effectively, a zero benefit.</p> <p>To implement the Council proposal will incur yet another significant cost to the ratepayer for no effective gain. The financial burden incurred by the ratepayers associated with promulgation, gazetting and preparation and installation of speed restriction signs is unjustified in this instance. Should it then be deemed necessary to install fixed speed cameras, the extra burden also falls directly upon the ratepayer. The additional visual pollution of the speed reduction signage will negatively impact on the overall appearance of what is a most delightful suburban environment.</p> <p>Surely now that the city has commemorated the tenth anniversary since our devastating earthquake, and many local roads are still in need of repair, the prudent course of action would be to prioritise allocation of those resources to restoring what is actually broken. An example of Council failing to repair infrastructure within the affected area, is the final sealing of Beckenham Street after the major sewerage upgrade approximately 3 years ago.</p> <p>Perusing the Council website and literature it certainly appears devoid of any evidence based justification for this proposed change. What is abundantly transparent though is that the Christchurch City Council has already determined with the use of terminology "We're lowering the speed limit" that this proposal will proceed, and the residents being asked for input is mere tokenism. I suspect this proposal is change for change sake as opposed to any meaningful measure to mitigate some perceived danger to the public. There is an often used quote which says it all – "If it ain't broke, don't fix it"</p>	warren
39027	I think it's a fantastic idea. There are lots of families with young children living in Beckenham Loop, this speed limit would certainly make it a lot safer.	Keith
39025	I think this doesn't solve any problems - add more safe crossing spaces if that is the concern, but I lived in the area for 20 years and I don't believe the speed limit change will have any positive effect. Keep it at 50.	Hayley
39024	I'm very supportive of this change.	Rachele
39023	<p>Why and how do you propose making these speed changes. You have informed us of the where and that is all. I'm afraid that isn't good enough, I need more information in order to make a completely informed evaluation of the situation.</p> <p>I need the details, that you surely must have on your plans, then I can submit my "say".</p>	Eileen
39020	Great idea but how will it be monitored?	Wendy
39018	Good idea to lower speed limit to 40km per hour in the Loop. This would make it safer for pedestrians (especially children), cyclists and pets. We live on Norwood St and cars drive much too fast down our street (much faster than 50km per hour!).	Kate

Submission ID	Tell us what you think about changing the speed limit from 50 to 40 kilometres per hour	Name
38998	<p>I have lived in Fisher Ave for 30 plus years. We do not need the speed of traffic reduced throughout the loop. Traffic flowing smoothly is essential. There are speed bumps along our road that are very effective already.</p> <p>In the block of Fisher Ave from Colombo St to Beckenham St there are already 10 traffic signs to contend with. Traffic lights at the Colombo Fisher Ave intersection control traffic speed already.</p> <p>Please keep me informed of planning around this subject.</p> <p>Regards Lynette</p> <p>Long term resident of Fisher Ave</p>	Lynette
38989	<p>Agree reduce speed on inner urban streets even to 30 k</p> <p>Do not close Fisher Ave just add speed bumps and reduce speed to 30km</p> <p>Safer living bike friendly speed</p>	Jan
38980	<p>Yes lower the speed limit but DO NOT close ANY STREETS! New letter saying Fisher Ave and Norwood will be closed as a trial NOT OK!! Come on Council you ruin enough in our city. Lower the speed and that is all! Note the mistake It is actually Tuscany Place. Also we should be able to send this in without personal details as below.</p>	Cass
38977	<p>I support the reduction in speed from 50 to 40 kph, as this will make it safer for pedestrians and cyclists. There are many pedestrians and cyclists in the area, including many children going to and from school. The safer we can make it for them the better, as this will encourage more people to walk and cycle. This will reduce our carbon emissions and help us reach our target of carbon zero by 2050.</p>	Bridget
38976	<p>The Beckenham Loop is a very small enclosed are that doesn't get much traffic. I oppose this speed change as there is very little traffic there already, there have been no fatal accidents there, and there doesn't seem to be any justifiable reason for the change. Who twisted the CCC's arm to even get this obscure proposal publicised and pushed through? There are many places around Christchurch that urgently need reviewing, but this sleepy little alcove is not one of them.</p>	J
38942	<p>I think it's a good idea. It seems an appropriate speed for the streets.</p>	Alison
38869	<p>Will this be monitored, if not, I see no one obeying this change. Birdwood Ave has and always be used as a drag strip unless traffic calming is put in place. Putting up speed signs is a waste of time and money.</p>	Ross
38732	<p>We fully support the reduction of speed to 30kph, preferably, or 40kph hour in the identified Beckenham area.</p> <p>Prior to the earthquakes, CCC had identified the need and approved plans to narrow Beckenham St, remove the deep gutters, plant trees and reduce traffic speed. Unfortunately the plans weren't able to proceed as a result of the earthquakes.</p> <p>With the current proposal to reduce the traffic speed across the Beckenham area, re-visiting the Beckenham St plans will align with the desire of the CCC to reduce traffic speeds and use of Beckenham St as a thoroughfare, signal a clear entrance point to the Beckenham area and improve safety for local residents as well as for St Peter's school and parish.</p>	Nicaela
38632	<p>Absolutely agree. They are narrow and wiggly roads and there are a number of different road users regularly sharing the space, not just motor vehicles. A lower speed makes it safer for all.</p>	Maureen



Submission ID	Tell us what you think about changing the speed limit from 50 to 40 kilometres per hour	Name
38496	<p>This is a great idea - the roads are generally very wide around the loop which encourages excessive speed. Reducing speed limits should be the first step and to be successful will need to be backed up by changes to road layouts such as road narrowing (which would provide a more equitable space share between vehicles and people) and speed bumps etc. This could be achieved by temporary measures that could then be tweaked before making road changes permanent.</p>	Matt
38474	<p>I think that some roads such as Fisher and Sandwich around school entrances especially should permanently be 30kmh.</p> <p>I strongly support other roads dropping to 40kmh as planned.</p>	Katherine
38472	<p>My husband and I both think this is a GREAT idea. It will help keep everyone safe.</p>	Elisabeth
38454	<p>I am really looking forward to a lower speed limit around the suburb of Beckenham. I have lived here for 32 years.</p> <p>The pre-school years saw me pushing a pram to Landsdowne Terrace Playcentre along Waimea Terrace most days. Naturally there was pressure from the pram to walk along the riverside to see ducks. I would have so appreciated cars passing at the 40 km slower speed.</p> <p>During the primary school years I ran a "walking school bus" as a means of keeping my children and the neighbours' children safe around traffic. I attended a Traffic unit demonstration of the impact on a child mannequin of cars driving at different speeds. The clear visceral message was that lower speeds resulted injuries, not instant death. I would have loved my children to bike to school when they were in years 7 and 8 but I feared a collision with a car.</p> <p>I was on the Board of Trustees and PTA. We asked for speed check by the Traffic Unit for Norwood Street and Birdwood Avenue as families reported speeding cars. To our surprise the results were always that the cars were averaging 50 km/hour. It just looked and felt faster to pedestrians and cyclists. Lowering the speed limit to 40 km will help residents feel safer to walk and cycle.</p> <p>I assumed the reduction in the speed limit to 30 km/hour in the inner City would feel like a snails pace. What surprised me was that it didn't feel slow when all the traffic was going at the same speed. As a cyclist as well as a car driver I have felt much more confident biking around town in slower traffic. I feel more noticed.</p> <p>As a everyday cyclist I am able to stop and talk to people, yell out a greeting to friends, and have a pleasant interaction as I negotiate parked cars and pedestrians. When I am in my car I am locked away from making eye contact and a quick hello.</p> <p>So please go ahead with the 40 km/hour limit. I look forward to other innovative traffic measures to bring people out onto the roads, walking and biking, and feeling part of the Beckenham neighbourhood.</p>	Alice
38448	<p>I think it's very good and needed for the safety of our children. But I would also go further and make it 30km per hour. As 40 km per hour folk will still got 45km which is too fast especially around the river and schools. Birdwood ave needs to be narrower - to be beautifully landscaped and tree lined to help slow down the people who speed through there.</p>	Kurt
38445	<p>We live on Martin Ave and are really pleased the speed limit it lowering.</p> <p>We support dropping it further to 30 km/hr if that is being considered. The area has a huge number of pedestrians, kids, cyclists and pets, and this would make it even safer for everyone.</p>	Cass
38429	<p>Great, this should be the norm for all suburbs, making streets safer around schools and encouraging active transport/discouraging vehicles taking short cuts off the arterial routes. I used to live on Fisher Ave and know the area well, I think the 40km is a good start (but not sure it is enough by itself).</p>	John

Submission ID	Tell us what you think about changing the speed limit from 50 to 40 kilometres per hour	Name
38413	<p>Strongly disagree for reduced speed limit along Birdwood Ave and Norwood Ave. They are wide with good visibility.</p> <p>Strongly agree with reduced to 40km/hr for Waimea Terrace in particular as it is a well used, poorly maintained, narrow, rough, reduced visibility road that is well used by cars, bikes, pedestrians, pets.</p> <p>Indifferent to speed changes of other residential streets nominated in Beckenham loop</p>	Lora
38407	<p>I agree with the recommendation of 40km/hr for all the roads in the loop... except Birdwood Ave.</p> <p>I live just off Birdwood Ave, and drive this road a lot, and I firmly believe 50km/hr is perfectly safe for this particular road, as it is wide and straight, and serves as a bit of 'backbone' to the loop, and so could be considered a major thoroughfare. Please keep Birdwood Ave at 50km/hr</p>	Hugh
38342	<p>I agree with reducing the speed limit as I believe it will make our streets safer for cyclists, pedestrians, pets and wildlife, as well as making for a more pleasant living environment. I have lived in the Loop for 7 years and soon after I moved in my cat was run over and killed during the daytime. I have seen several dead cats on the streets recently and have in the past seen dead ducks, particularly by the Beckenham ponds. I am a regular cyclist and enjoy walking along the riverside. There are lots of children in the area, who are often out biking or playing, as well as elderly people who I know find crossing Birdwood Ave in particular difficult.</p>	Katrina
38269	<p>I am a resident of Tennyson St in the section between Norwood St and Eastern/Palatine Tce. I would like to request that the Community Board give very serious consideration to the inclusion of this stretch of road in the list of those streets proposed for reducing the current 50km speed limit to 40km in light of the fact that this is the road most heavily utilised in the area. This stretch of road also requires children to cycle along and to cross on foot in order to attend Beckenham School. I was always fearful for my son of the traffic flow when he was attending the school and having to negotiate this road. Several years on I observe that the traffic flow has markedly increased and that cars are routinely exceeding even the 50km limit.</p>	Terri
38253	<p>A brilliant idea. I walk and cycle regularly, and occasionally drive, along about half the streets highlighted and have seldom seen a vehicle doing over 40 km on any of the roads. It feels really safe walking a dog and biking with this slower vehicle traffic and it would be great to have it permanent.</p>	Joy
38247	<p>great idea</p>	Reuben
38243	<p>Speed limit change looks good. I'd suggest extending it to the surrounding river adjacent roads.</p>	Matt
38238	<p>I'm all for it. I bike in this area every day on my commute to hte central city and regularly walk in the area. Personally, I'd like to see Sloan Tce, Hunter Ave and all of Malcolm Ave included in hte reduced-speede zone.</p>	Ian
38237	<p>I think it is a positive move for the community. The area is used for recreational activities by locals as well as people from neighbouring communities. With limited space for walking along the river banks a slower speed environment to the road would be welcomed to feel safer when walking and crossing streets. I would go a step further than the proposed and recommend that the river loop be 30kms with a shared street approach.</p>	Jesse
38225	<p>I think this is a great idea, especially in Norwood and Fisher where the streets are narrower and have significant parking on both sides. Also, the river terraces.</p> <p>Most people are considerate and drive well in these narrow shared spaces. But some don't and don't share the road, speed inconsiderately, and sometimes drive dangerously.</p> <p>One other area of safety that I hope you will consider as part of your comms around this is driveway safety.</p> <p>Again, most people drive thoughtfully but some barrel out of their driveways without concern for pedestrians or cyclists. This is a particularly dangerous behaviour which could have serious consequences. Perhaps a reminder that non-vehicular traffic has right-of-way and this is for safety as well as common courtesy.</p> <p>Thanks for everything you do.</p>	Jane

Submission ID	Tell us what you think about changing the speed limit from 50 to 40 kilometres per hour	Name
38201	Thanks for the opportunity to have our say. The speed limit in the Loop should be lowered and will make an safer and more pleasant neighbourhood. I would like to see the limit dropped to 30Km/h which is internationally recognised as the safest limit especially in residential neighbourhoods and around schools and local shopping centres. So yes agree with 40km/h but it should really be 30km/h. Cheers.	Michael
38200	Hi there, yes i agree it should be 40km/h if not lower.	Miriam
38195	Its an unnecessary change that is just going to cause people to drive even slower than 40kms causing accidents. People struggle to drive at 50kms through the loop anyway due to cars being parked, pedestrians and cyclists. If people can't drive at 50kms per hour and not look out for others they shouldn't be driving. Our rate payers money could be better spent on better infrastructure rather than wasting time and money on this issue	Jill
38192	I agree that this is a great idea for residents in the Loop. Norwood/Birdwood Aves have been a rat run for years with traffic around the Fisher Avenue junction and along Birdwood Ave.  Given proximity to the school and the park, I would even like to see the Norwood Street Stretch between Fisher Avenue and Sandwich Road reduced further to 30 kph.  Thank you.	John
38156	I am not impressed. Birdwood Ave. and Norwood St. are major arteries within the Loop, and I don't see why we should have to go slower because we are in a physical loop. Yes, there are schools and children, but most people would be careful of that anyway. School traffic is only two short times in the day - why do we have to be penalised for the whole day? (which is how I would see enforcing 40km in the loop)	Jane
38146	I support the reduction of the speed limit in the Beckenham Look as proposed. I would support further efforts to make it a more pedestrian and cycling centric part of the city.	Kate
38145	Great. Do it.	David
38120	I support reducing the speed limit, for the safety of our children who play with friends along the street, there are many cars that park in the street and this causes blind spots. The school children who need to cross Norwood street in the mornings and afternoons would benefit from a slow speed limit. Even a pedestrian crossing would improve the safety for our community on Norwood street.	Wayne
38111	I support this.  I think Waimea and Eastern Terrace should be 30km/hr.	Amber
38110	Please extend the area up through the Southey,  Longfellow, Seddon and Roxburgh St area. This is a similar local road area serving the same school community. Families up through this area also rely on safe crossing at Tennyson.	Rachael
38096	I support these changes. They will make the area safer and more enjoyable to live in. I wish my suburb had a lower speed limit like what is proposed here!	Arthur

Submission ID	Tell us what you think about changing the speed limit from 50 to 40 kilometres per hour	Name
38093	<p>Unfortunately I will not have the room to house the 3 horses that will soon be required or pay for the 3 people required to walk in front of the car with a red light.</p> <p>I can understand Eastern Tce, Waimea Tce and Fisher Ave due to their being narrow and Sandwich road due to the school but the rest are wide enough for normal traffic especially Birdwood Ave being a main thoroughfare.</p> <p>You talk about being safer no matter how you travel yet the footpaths are more dangerous with Lime scotters abandoned on the footpath, overhanging branches encroaching on the footpath then the illegal habit of people cycling on the footpath. I was just about hit the other day by a woman on E bike talking on her cellphone (as well as no helmet ) doing approx 40Km/Hr on the footpath yet Birdwood Ave was basically empty.</p> <p>I am assuming that with Woolston and the central city already lowered that the Green CCC will get the rest of CHCH to follow such that everybody will transfer to the cycleways that will be created from every street and road.</p> <p>I think that 2 proper pedestrian crossings on Tennyson and possibly 2 on Birdwood would assist pedestrians .</p>	Glenn
38087	<p>I have lived driven walked cycled in Eastern Terrace for 50 years. There appears very little escalation in traffic in this time. I might not meet another vehicle travelling from [redacted] to Tennyson Street. I cannot see that a 40km limit will make me safer. I believe I am safe. Am I unaware of a multitude of accidents? Even one? I am objecting to the proposal because logic would demand that the whole of Christchurch should be similarly treated.</p>	Jacqueline
38072	<p>If you considering these others streets, please also consider Bradford Ave. This is a dead end street that a huge amount of people turn down thinking they can travel through to Fisher Ave. A large amount of children live on this street and a speed reduction or even a larger sign would be great.</p>	Samantha
38071	<p>Eastern Terrace is narrow in places and lacking a pedestrian area next to the river so people are often walking on the road. Reducing speed to 40 will reduce the risk of cars hitting those walking and cycling.</p>	David
38067	<p>This is good move in the right direction towards making roads in the Beckenham loop safer, but I'd like to see it go further. I lived in the area for ten years until late January this year and I'd like to see the final decision be to lower the speed limit to 30km/h, preferably on all the streets mentioned but especially Waimea and Eastern Terraces. This would be consistent with the goals of the Mid-Heathcote River Linear Park Master Plan to make the river a more attractive environment for walking and cycling. Slow streets were also noted on page 41 as a way to enhance community use and enjoyment of the river. Currently on the river terraces in particular drivers appear to take less care and are more inclined to speed along at the speed limit maximum or higher, swerving across the road and making it a bit intimidating while trying to walk the dog (or with small children), or to cycle along the riverbank. Lowering the speed limit to 40km/h would do something to remedy this, but 30km/h would be better.</p>	Finn

Submission ID	Tell us what you think about changing the speed limit from 50 to 40 kilometres per hour	Name
38046	<p>Kia ora koutou, My son was knocked off his bike heading to Beckenham School on the corner of Fisher Ave and Norwood St, fortunately he was not seriously hurt. However it has impacted his confidence and willingness to cycle on the roads. This incident was caused by a motorist using Fisher Ave at peak hour as a short cut to avoid congestion at the Tennyson St/Colombo St intersection. During morning rush hour, traffic backs up from the Beckenham shops, Colombo intersection down Tennyson St for hundreds of metres. Lowering the speed limit by 10km per hour in the Beckenham loop will perhaps indirectly address the threats posed by motorists on Tennyson St. The change in the speed limit is a small step in the right direction, but I believe it does not go far enough in addressing the dangers that cyclists and pedestrians face on a daily basis. Why not extend the idea of a 30km slow zone as per the inner city slow zone to encompass Tennyson St and the Beckenham shops? The Beckenham shopping area is a busy pedestrian/cyclist zone with numerous cafes, bars and restaurants, being well utilised by the wider community. There is plenty of evidence that creating safer, user friendly streets for all road users, not just motorists is critical to creating a flourishing, vibrant community. As we know, historically our cities have been designed by men for men, it is a un-intentional bias, resulting in the needs of the motorist far out weighing the needs of others. When urban planners start to embrace the needs of all citizens: children, seniors, disabled, animals, cyclists, walkers, and the homeless at the design stage, only then will our communities begin to function properly, catering for everyone.</p> <p>Ngā mihi</p> <p>Robert</p>	Robert
38038	I think it's a great idea! Too many people speed in that area and there are too many school kids	Knoychan
38037	Thank you for considering implementing a very important change. I personally would like to see a 30kph speed limit introduced instead of the 40. I cycle to work everyday from Beckenham to central Christchurch and find that the 30 zones in and around town work very well. It doesn't hold the traffic up and allows me to comfortably cycle in and around the cars. Introducing a lower speed limit in residential areas would help encourage families to take their kids out cycling on the roads and improve road safety for all with limited downsides.	David
38034	<p>I don't think it's useful and safer</p> <p>After 4 years in this neighborhood, I fell safe while cycling walking or driving. My kids where biking or walking to thorington scroll every day. I never heard of any problems around.</p> <p>I am against this change</p>	Jean-Michel
38031	I think its great, we have heaps of schools, preschools and little kids running about. Makes sense to be even slower if you ask me. I don't drive fast around these roads anyways, I do find (oddly outside of the elderly care home) people go to cross without looking rather alot. I think pedestrians and cyclists need to be priotrised. Not sure on how to solve this issue but Norwood is really dangerous for cyclists at the moment. ESP at pick ups and drop offs. That needs looking into. KEEP the trees though. Maybe no car parking - but a dedicated carpark area? Or a cycle lane? tricky.	Simone
38027	I support the lowering of the speed limit in Beckenham so that my kids and my cats dont get run over by vehicles travelling too fast.	Briar
38026	Good but putting it down to 30km per hour would be even better.	Rebecca
38025	This is fantastic and I strongly support the proposed changes. I would support lower speed limits on the roads of 20-30 km/hr.	Mike
38024	Very happy with the change to the speed limit. We live on Waimea tce and it is definitely not safe to travel here at 50kmph. This will make the streets safer for our kids for cycling and travel to school. Thank you!	Ivo

Submission ID	Tell us what you think about changing the speed limit from 50 to 40 kilometres per hour	Name
38017	<p>Completely unnecessary and a waste of money. There is not a speeding problem in Beckenham (I have lived here for 17 years and so have good local knowledge).</p> <p>Even if there was a perceived speeding problem in Beckenham, a far more effective deterrent would be greater police monitoring of existing limits.</p> <p>As an aside, anyone speeding under current limits are unlikely to take any greater notice of a 40 kph limit as they would to the existing 50kph limit.</p> <p>Reducing speed limits also increases fuel consumption and therefore makes no ecological sense.</p>	John
38014	<p>Please do not change anything regarding traffic rules or anything else which will alter traffic conditions in the Beckenham Loop. There is nothing wrong with with the present speed limits. I rarely see speeding and when I do I report it to the police who are very proactive. The eternal traffic problem in the Loop is the almost 100% failure to stop at any STOP sign. Once again the police have been great when I have requested policing of stop sign running at the Birdwood ,Malcom intersection. I walk ,cycle , drive and motorcycle in the area ,so experience the traffic from several views.</p>	David
38003	<p>I'm very pleased the speed limit is being reduced. I'd be even happier if it was reduced further to 30km/h! There are so many small children who are independently mobile (and supervised) in Beckenham due to there being two school, a swim school, a kindy and a few daycares. I'm sure this number could increase with safer and easier road crossings!</p>	Rebekah
38001	<p>I think this is a wonderful idea! Much safer for children and pets (our grandchildren walk to and from school and we are always concerned about our cats getting bowled over) and safer and more pleasant for us older citizens who walk these streets regularly. I wholeheartedly support this initiative and look forward to its happening soon.</p>	Sue
38000	<p>I strongly support this timely proposal.</p> <p>I daily walk and drive one or other of all the streets for which it is proposed and I am concerned about the prevailing limit and the dangers it poses for human and animal traffic let alone for those in one vehicle to another.</p>	John
37994	<p>It's good to hear your plans for making the roads in the Beckenham Loop safer. I have seen numerous close calls on Birdwood Ave between cars and kids over the years and slowing vehicles down will be very helpful.</p> <p>I'm wondering if it just road signs and painted road surfaces you are planning to use to alert drivers? Or are there plans to put speed humps and narrowing some sections of the road or other measures? I am living on Birdwood Ave which is long, straight and wide and I think that encourages more speed and I would be pleased to see some hard, road layout measures put in place to slow drivers down.</p> <p>Thanks for your input and I look forward to the slower speeds and safer roads.</p>	Hamish
37993	<p>Reducing the speed is a good idea. It would be safer for the school children, and the kids who walk to Kindergarten. Beckenham loop is used for recreational walks and cycling, and there is a Retirement Village. This beautiful suburb would be so much safer, and perhaps would invite more people to use a bicycle to do errands in the area rather than using the car. It would enhance the quality of life.</p>	Ursula
37990	<p>Sound like common sense. go for it.</p>	Mark
37965	<p>Yes please! We walk and scoot to beckenham school. Can it go to 30kph? Particularly hairy spots are Norwood and Tennyson. Lots of people trying to cross around Tennyson/Fisher Junction it isnt busy certainly at school times. Thank you,</p>	Helen

Submission ID	Tell us what you think about changing the speed limit from 50 to 40 kilometres per hour	Name
37964	<p>Yes support this in Beckenham .</p> <p>Speed is an issue on some roads notably main roads in and out of the loop such as Norwood, sandwich near Beckenham school. And Malcom. Speed should also be reduced on other main roads into the loop such as Birdwood and Malcolm. Would even support a reduction to 30km on some of the tighter and shared residential streets that people like to cycle and walk like Fisher, the Waimea- eastern terrace loop. How about traffic calming measures too?</p> <p>Also the location of the crossing refuges need reviewing too. Two are in extremely dangerous positions - at the corner of Norwood and Sandwich ( unsighted when approaching from west side of sandwich) and the one on Tennyson at the Norwood st intersection. That's very poorly positioned and have seen a child get hit there.</p> <p>Thanks, Pete</p>	Peter
37960	<p>As a resident of Birdwood avenue, I can't see this as anything but a complete waste of time and money. I have two kids now 9 &amp; 10 who were both brought up in the loop, both bike in the area and go to Thorrington school. With the exception of one regular driver who flies up Birdwood ave from the river every so often, never have I considered that the speed of traffic moving around the loop has been an issue that concerned me. My question to the council - have there been traffic accidents in the area you are suggesting to change which has brought this issue to light? If so, do the accidents that have occurred put this area in a higher position with regard to accidents that occur on the average neighborhood street? Is there any research that suggests changing the speed limit in a neighborhood with the accident to traffic by area ratio has any impact to the number of accidents? The only concern I have had regarding traffic in the loop is with people coming out of driveways and not checking the footpaths for children, but this is not a Beckenham issue, it's an issue present in any part of the country whereby cars are backing out of driveways with poor visibility or with disregard for pedestrians.</p> <p>Where I would appreciate seeing the council putting their energy and resources is toward removing the deep culverts, getting rid of the powerlines, shifting all remaining power underground, and planting trees along Birdwood avenue (as was planned by the council years ago) to match that of Fisher avenue. The area was rezoned by the Council as a character area which brought additional restrictions to residents who were renovating. As a resident who has invested heavily in the renovations and landscaping of our property I was happy to see this and happy to comply. However I'm growing frustrated by the fact that for the restrictions placed on those of us who have been renovating, our efforts haven't been balanced by a council strategy aimed at doing their part to make this area a true character zone. Reclassifying an area as a character zone should not merely put restrictions on home owners. More and more residents are investing in quality renovations and landscaping. Progressively down Birdwood avenue (ourselves included), we see more homes have been renovated to a high quality along with a shift to underground cabling. This is the first step to beautifying the streets IMO. The second, given the wide streets such as Birdwood avenue, is to should be to remove the old deep culverts which have caused many an accident for young children scooting or biking off footpaths, and plant some trees similar to those on Fisher Ave.</p>	Glenn
37956	<p>Not enough. Needs to be 30. The loop has two schools and a kindy, it's a rat run and dangerous. The speed of cars discourages walkers and cyclists and makes parents drive their kids to school, which exacerbates the problem. We asked for traffic calming 15yrs ago and we told we couldn't have it as Norwood at was a bus route but the buses have stopped now so no excuse ! It's an absolute no brainer, I really can't understand why you are bothering with half measures like 40k</p>	Sarah

Submission ID	Tell us what you think about changing the speed limit from 50 to 40 kilometres per hour	Name
37955	I think it's a great idea. Especially on Norwood st by the park entrance. There are always kids around due to beckenham school, weekend sports and the park . People park cars on the virges which makes it hard for kids to see people driving too fast down the street.	Mike
37946	Hi again,s we'd like the speed limit reduced further to 30km/hour.  It would be great as well if the community was consulted about the type of physical tools that'll be used to encourage lower speeds/make it clear to people entering the area that it's a reduced speed area. A few 30kmh signs won't cut it. It's such a beautiful area so we'd like to see some fitting solutions rather than a bunch of high vis.  Thanks	Lucy
37943	No	Nicholas
37942	I think this is a great positive step. I wholeheartedly approve. There are so many families with young children in the area I'm sure this will be a popular decision.	Christopher
37941	I think this is a great idea!  I also think two additional pedestrian crossing points (like that to the western side of the Birdwood/Malcolm corner) along the Birdwood Ave side would help slow traffic too. There are lots of pedestrians around the intersection between the general foot traffic, small children accessing school, churchgoers and customers at Hetties Crystals and The Birdwood Cafe. Creating safe crossings at all 4 points of the Birdwood/Malcolm Ave intersection would mean pedestrians only have to look one direction at a time to get to a safe point before continuing across the road would make it safer for all. A bonus side effect would be it would slowdown cars if there is a physical barrier on the road for them to avoid and it would make it more difficult for those that frequently like to make use of the broad intersection to do burnouts too.	Tanya
37938	Super idea. I live on Birdwood Ave with a small child and am horrified by idiots speeding down the road at 60kmh or more. Drop the limit to 40 or better yet, 30, and add some speed bumps or chicanes.	Daniel
37935	I think this is a brilliant idea. To be honest it could go down to 30 and that would be even better.	Chantal
37932	I think this is a much-needed change in a busy residential and school zone.	Emma
37929	This would be such a valuable change for our community. There are a lot of young families who bike and walk in Beckenham and with the way the river winds the corners can be quite blind. To reduce the speed would make a significant difference to the safety of children within the loop and allow for greater independence. As a community member I wholeheartedly support this suggestion.	Louise
37928	Yes, it's a built up area, busy with children and families and pets, I agree with the change, wish it could be down Southampton street too, as they fly down there	Elizabeth
37927	I live on one of the streets included in this proposal. I strongly support reduced speed limits in this neighbourhood. There are many children who live and play in this area, many of them walk to and from school. This area also has a very high number of people who commute to work by bicycle. I would much prefer that the speed limit be reduced further to 30km/h, however 40km/h is a good start, I suppose.  I have discussed this with the children in my household and they are in agreement that reduced speeds are a good idea. They said it would improve safety for all road users, including drivers.	Ross
37918	I am in favour of the decrease to 40km/hour. Norwood Street is a main thoroughfare for vehicles and can be very busy around school periods with a lot of children walking in the area. There are also a lot of cyclists around on the weekend, and vehicles exceeding the 50km/hr limit, so feel this will help make things a bit safer all around.	Megan



Submission ID	Tell us what you think about changing the speed limit from 50 to 40 kilometres per hour	Name
37911	<p>Having lived in Birdwood Avenue for the past 35 years we have seen many changes.</p> <p>Speed limits in the Beckenham area has been a long time coming and is an excellent proposal.</p> <p>Limited road side parking is another big problem especially along Norwood Street as it is only a narrow street.</p> <p>Also not mentioned - backing out of drive ways is also a danger especially when young children are walking along the street.</p> <p>Speeding for some along the straight road Birdwood avenue is a forever a challenge for the fool hardy who seem to get away with it.</p>	Geoff
37907	<p>I live in the affected area and totally support the proposed change. It will barely impact on travel times but could markedly improve the safety of children and cyclists.</p> <p>If the speed limit is lowered, it may not be necessary to have so many speed bumps along the river and Fisher Avenue (but maintaining them close to St Peter's School). Removal of just a few speed bumps would make driving more pleasant.</p>	Gaylia
37905	<p>Hi team. I disagree with many of the street speed reductions that the CCC is proposing to carry out in the Beckenham Loop. Firstly, Norwood Ave, Sandwich Rd and Birdwood Ave are an existing bus route and as such have been constructed for the speed that the buses need to travel to keep to their respective time tables. I also disagree with a blanket speed reduction in the full area with quiet &amp; little used streets with wide verges where there are no real traffic hazards. This proposed action is obviously not based on any accident data or engineering justification, and as such really isn't justified to be implemented. I however, would agree with speed limit reduction on the few streets in the loop for obvious reasons where it is justified such as:-</p> <ul style="list-style-type: none"> <li>- Sandwich Road past Beckenham School.</li> <li>- Eastern Tce from Sandwich Rd to Tennyson St.</li> <li>- Beckenham St during St Peters School arrival and departure hours only.</li> <li>- Fisher Ave during St Peters School arrival and departure hours only.</li> </ul> <p>Beyond this, The CCC should leave existing speed limits as they stand. On top of this proposal, the CCC should complete the safety works required around the South Library that were never done. The South Library through route does not and has never met the CCC roading standards for intersection sight distances, turning radius's and lane widths. This route should never have been put forward as an alternative route to Hunter Tce, and it should be blocked off at Colombo St and the Hunter Tce route reopened until it is either brought up to CCC standards, or alternatively re-routed back around to Hunter Tce as a parking area and route only - which it is. I also request that if the CCC do intend to bring in blanket speed reduction changes to the Loop, that civil engineering studies and accident histories, proper justifications and cost benefit reports be made available that actually justify this proposed action. If there is no such information specific to the Loop, then the proposal should be dropped or go ahead on the few streets only that are suggested above.</p>	Ron

Submission ID	Tell us what you think about changing the speed limit from 50 to 40 kilometres per hour	Name
37902	<p>The problem with many motorists is they are unable to stick to 50 km per hour speed limit. By reducing speed limits to 40 may frustrate law abiding motorists and not make any difference to drivers who are inconsiderate and show complete disinterest in other road users whether walking, cycling or driving. Birdwood Avenue is a racetrack mostly and Malcolm Avenue towards Colombo Street likewise. Norwood Street is a challenge at the beginning and end of the school day but motorists need to drive to the conditions obviously.</p> <p>Reducing to 40 km per hour feels like a sledge hammer approach; the majority suffers while a minority will ignore the new rule anyway. There are many examples of this uncaring behaviour in the CBD where there are 30 km per hour restricted areas.</p>	M
37900	<p>Kia ora Samantha, fully support the lowering of speeds in our area! There are some cars that go dangerously fast down our street (Martin Ave) and it's just a matter of time before someone is hurt.</p>	Lucy
37885	<p>Strongly support the changing speed limit. This needs to be supported by appropriate visible signage and other measures to slow traffic such as speed bumps and narrowing up of intersections such as at Fisher / Norwood, so that streets are self explaining.</p>	rob
37883	<p>Personally think this is brilliant news! Please ensure there is plenty of speed change signage as this is vital at all the main intersections. I live near the bottom of the Beckenham loop on Waimea Tce and it is terrifying at time how fast cars go around near the bend with Eastern Tce, Can you please also consider putting no parking signs up along the riverside on Waimea as with people seeming to use this as additional parking, it more often than often than not makes it one lane and even more dangerous. It is a narrow street at the best of times. Speed reduction will certainly be a great help and safer for the community.</p>	Mary
37879	<p>Hi,</p> <p>I think this is idea is absolutely stupid. Why bother? How many complaints have been made about the current speed limits? We already travel at 40km/ph past the schools in our area, Thorrington and Beckenham schools. How is this proposal actually going to make things safer? Or is it just going to waste everyones time and rate payers money?</p> <p>I think that as a City Council, if you have time to worry about changing the speed limit in our small area ( I live on Malcolm Avenue) then you must be missing some seriously large problems that I believe you put into the "too hard" basket.</p> <p>I could go on, but I doubt this will be taken seriously anyway. This proposal is, in my opinion, a demonstration of the micro-management culture within our council bureaucracies and shows the utter ineptitude that permeates our local government. The waste of rate payers \$ that has gone into paying your salaries to come up with this proposal, print the fliers, potentially change the speed signs, then enforce the 10km/ph difference in speed is staggering. I probably missed areas of massive monetary wastage as well.</p> <p>What an absolute disgrace, how about you focus on the massive societal problems caused by the influx of gangs in Canterbury? or the massive methamphetamine problem? or the incredibly ancient regulations surrounding nitrate-nitrogen limits in drinking water? or the housing crisis, resulting in unprecedented numbers of homeless and hopeless people wandering the Christchurch CBD and suburbs?</p> <p>I wish this was a joke, unfortunately, Local Council standards have become the running joke.</p>	Caleb

Submission ID	Tell us what you think about changing the speed limit from 50 to 40 kilometres per hour	Name
37876	<p data-bbox="379 224 1264 254">We think it is a great idea, many thanks and fully support a speed limit change.</p> <p data-bbox="379 291 1982 321">Is there a possibility for some form of judder bars to be installed also, maybe near park entrance and the school to ensure greater compliance?</p>	Ian and Verna