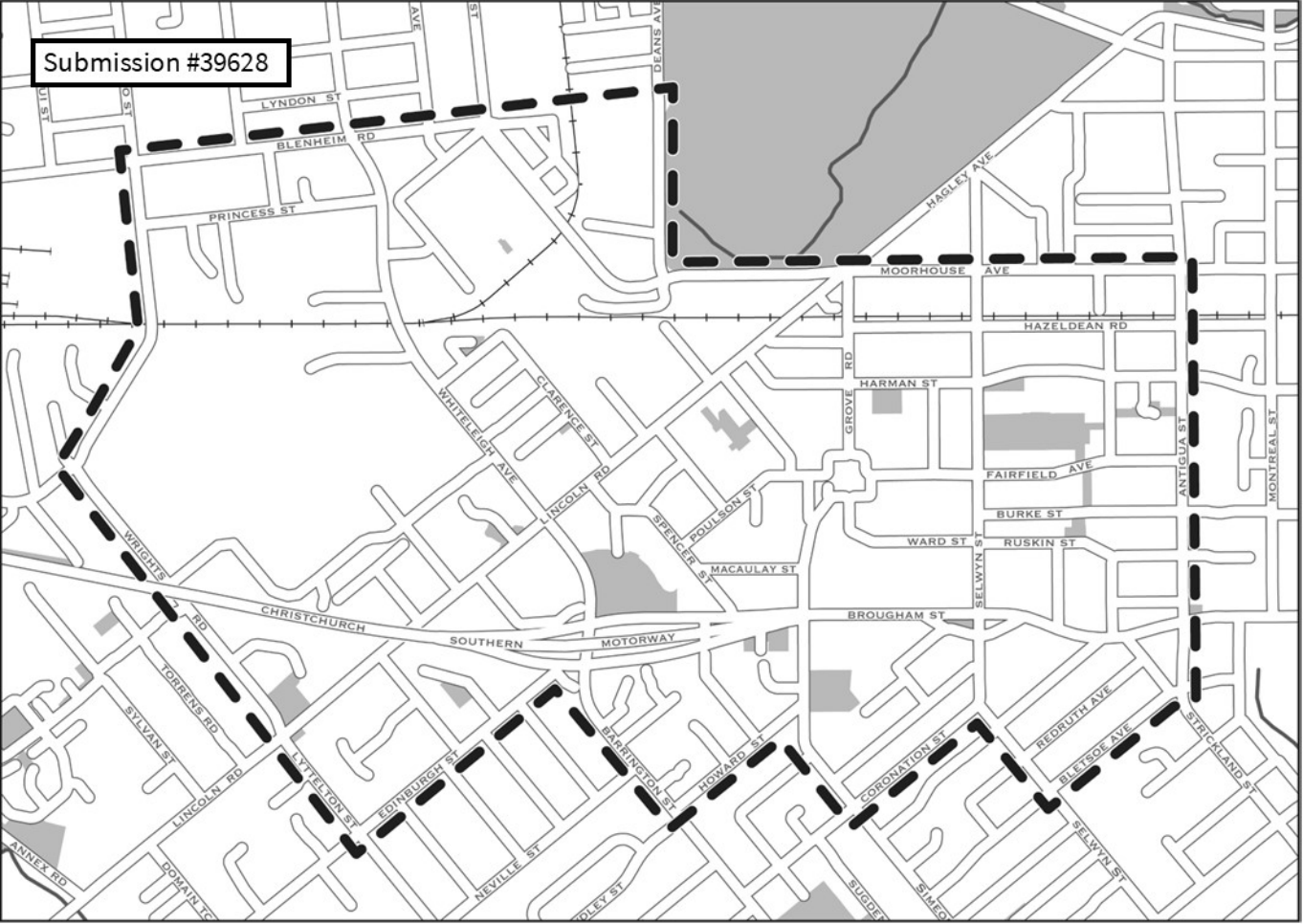


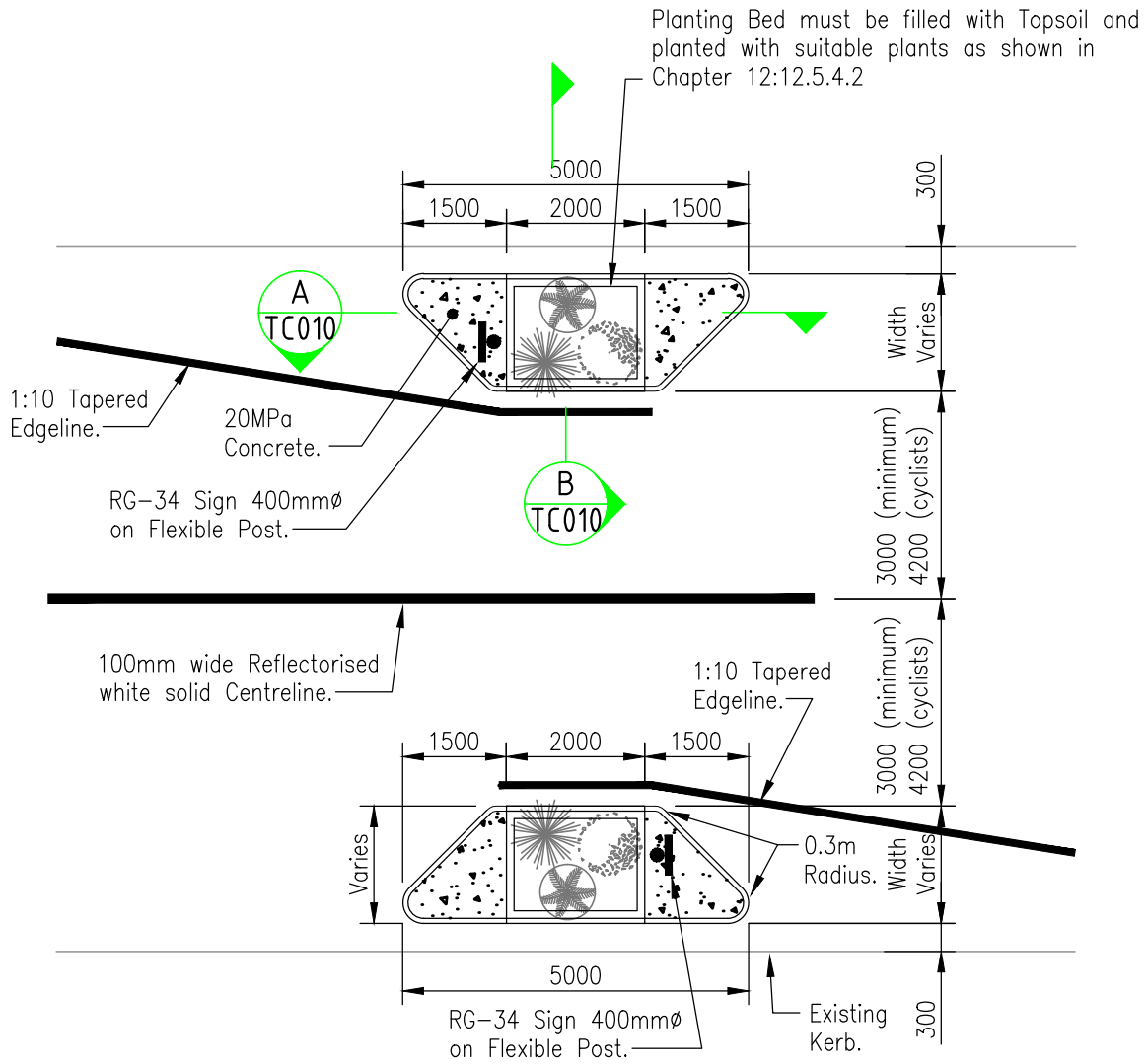
ID	Tell us what you think about changing the speed limit from 50 km/h to 40 km/h	Name	Name of organisation and role
39950	<p>I doubt that anyone drives in this area at 50 km/h - except for the Selwyn Street portion - the side streets would already be 40 km/h which is still too fast. I believe the speed changes should be more fine grained. 40 km/h on Selwyn Street. But 30 or 20 km/h on the side streets. These streets are feeder streets for Addington School - a much lower speed is warranted here. Even more - I would suggest for Somerset Crescent adjacent to the school creating a shared path, where cars, pedestrians, and cycles all use the same surface and lowering the speed to 15 or 10 km/h. Bollards can separate part of the pedestrian zone.</p> <p>For the other streets where the speed limit is set at 20 km/h signal this with a different road surface - coloured asphalt. Place a raised platform at all street intersections to further emphasise this is a Low Traffic Neighbourhood.</p> <p>To reduce cars dropping off student create a separate drop off zone - and mark it as such - to keep cars from parking up next to the school entrances, and in the shared path section of Somerset Crescent.</p> <p>This area needs a much more comprehensive approach than a 10 km/h speed change when the streets have very different purposes.</p>	David Ivory	Addington School Parent - Father of a school student - I walk here most days.
39628	<p>We would like all secondary residential roads and streets within the Addington area (as defined by John Wilson in Local Lives; A History of Addington) reduced to 30kph, to match the proposed 30kph limit on Lincoln Road. We have been told that this is too low a speed, so will accept 40kph as a compromise. This is for the safety of residents, pedestrians and cyclists</p> <p>The map of the Addington area is supplied.</p> <p>Streets between Lincoln Rd and Selwyn St, down to Brougham St, are already at 40kph.</p> <p>Primary streets like Deans Ave, Moorhouse Ave, Antigua Street, Selwyn Street (north of Brougham St), Coronation Street, Barrington Street , Lincoln Road from the West of Barrington Street, Lyttelton Street , Wrights Road and Matipo Street would remain at 50kph.</p> <p>Blenheim Road and Brougham Street should remain at 60kph, except between Selwyn and Simeon Streets (where it passes Addington School) - NZTA territory.</p>	Graham Robinson	The Addington Neighbourhood Association Incorporated Treasurer
39636	<p>I believe the speed changes are a positive move, however should either be extended to the whole of Coronation Street or further speed reduction measures included. Currently the street is used as a short cut to connect Brougham St to Barrington Street. The implementation of traffic calming devices such as a speed bumps or street furniture to urbanise the environment would have both positive safety and amenity benefits for all transportation types. Two speed bumps between the proposed 40km/h zone entry/exit on Coronation and the Simeon Street intersection is a relatively cost effective measure. Another effective measure is a planted road narrowing. Please see attached 2x traffic calming Auckland Council Standard Details from the Auckland Transport Code of Practice which are regularly implemented as traffic calming measures.</p>	Remy	
39940	<p>Reducing the speed limit from 50 km/h to 40 km/h is a fantastic idea. This will increase the walkability of this area of Spreydon/Somerfield. The speed limit is not the only thing that should change along Selwyn Street (I'm looking at you, safe pedestrian crossings), but it would be a great start. This street services four different kura - Selwyn St. Kindergarten, Addington te kura taumatua, Christchurch South Intermediate, and Somerfield Primary. Ensuring that walking, biking, and scootering along this street is safe and comfortable for our ākongā, their whānau, and the wider community is crucial for the future of our suburb.</p>	Teresa	
39709	<p>I think it would be great and necessary to change the speed limit to 40km/h. I think it would be even better to change the speed limit down to 40km/h the full length of Selwyn street and on wide streets such as Dunn street where many vehicles drive down at much higher speeds than the current speed limit. This area should be a pedestrian friendly zone. Pedestrian and cyclist safety should be prioritised over cars in this area.</p>	Niamh	
40001	<p>Fully support lowering the speed limit, however I would like to see it lowered to 30km/h. Rosewarne Street, especially, is so narrow that it is far too unsafe to have a 50km/h limit.</p> <p>On a side note, all suburban residential streets that are not arterial (possibly some collectors) should have a maximum of 30-40km/h to make them more pleasant to live on and safer for all road users.</p>	Patrick	
39777	<p>I support. I live on Leitch street and drive/cycle down Selwyn regularly. It is already difficult to do 50 in the to be changed. This will help make things easier and safer, particularly as a cyclist.</p>	Benson	
39786	<p>Totally agree !</p> <p>When you reviewing other areas please consider 40km for Domain Tce particularly where the road has been narrowed.</p>	Bruce	
39791	<p>Great idea. Would also like to see weight limits on large trucks on selwyn street. The streets shake when the go by. The speed limit area should be increased to go past Christchurch south intermediate. People go the fastest after coronation street. Not near the shops.</p>	Leia	

ID	Tell us what you think about changing the speed limit from 50 km/h to 40 km/h	Name	Name of organisation and role
39806	<p>Can I please beg you to leave the streets in our area well alone? We have put up with non-stop orange cones for months, being unable to turn in to Selwyn St from Brougham Street for such a long time thanks to pipe replacement, then more works on Somerset Crescent leaving us with a gravelly road. Lowering the speed limit is a total waste of time - everybody already drives so slowly on our streets due to the fact that the roads are so narrow and we have to give way to each other, AND my street has speed bumps already. Selwyn street already has school speed lowering signs also. Giving us signage to drive slower when we already are, is just stupid.</p> <p>Please can you instead address the eyesore on the corner of Brougham and Selwyn Street covered in scaffolding so the poor dairy owner can get his business back as stop littering the street with ugly dairy signs? It is embarrassing to drive past that every day.</p> <p>I beg you to please find another way to use my/our rates! I despair at the amount of wasted road projects I see council money being spent on - the Ferry Road mess is a prime example!!</p> <p>Please reconsider this proposal - although, I know from experience how the council works, you send out these notices for us to have our say for due diligence's sake, but the project will already be approved.</p> <p>Maybe just once, you will listen to the people who live on these actual streets.</p>	Donna	
39617	I fully support the reduced speed limit as proposed. Please consider installing speed humps or other gateway features to force drivers to slow down and not ignore the lower speed limit. What else can signal to drivers that 50 km/h is not appropriate? More pedestrian islands and planter boxes? Cycle Lanes on Selwyn Street? Signage? Please do all that you can afford.	Fiona	
39622	Disagree. Keep it at 50km/h.	Andrei	
39632	A reduction of 10km/hr isn't doing much and pointless. With how the roads are (narrow and uneven) you'll find most go slow around these roads and especially where the school zone and shops are located. Be more worthwhile putting a green turning arrow at the selwyn lights turning onto brougham street from town	Kim	
39633	Yes please! I'm a pedestrian & cyclist (and drive my mother sometimes) and I support slower, quieter, safer roads and reduced carbon emissions. Thank you!	Rosemarie	
39639	Traffic already moves slowly around this area a 40 speed limit during school times is already in place, which is sufficient.	Cameron	
39647	I support the proposed changes.	David	
39650	<p>I think that the change in speed is a waste of time. How will this be enforced ? It also creates uncertainty for drivers to know what the speed limit is.</p> <p>How many lives are going to be saved by reducing the speed. How many lives have been lost to speeding drivers in this area and if there have been lives lost in motor vehicle accidents, then was it determined that speed was the main factor.</p>	Stephen	
39932	This is a great idea - these streets are too narrow or busy for full speed anyway, and it makes the school crossings safer.	Justin	
39933	Great idea especially for the street near Addington school - safer for kids and parents	Jihee	

Submission #39628



Submission #39636



PLAN FOR THE SIDE ISLANDS

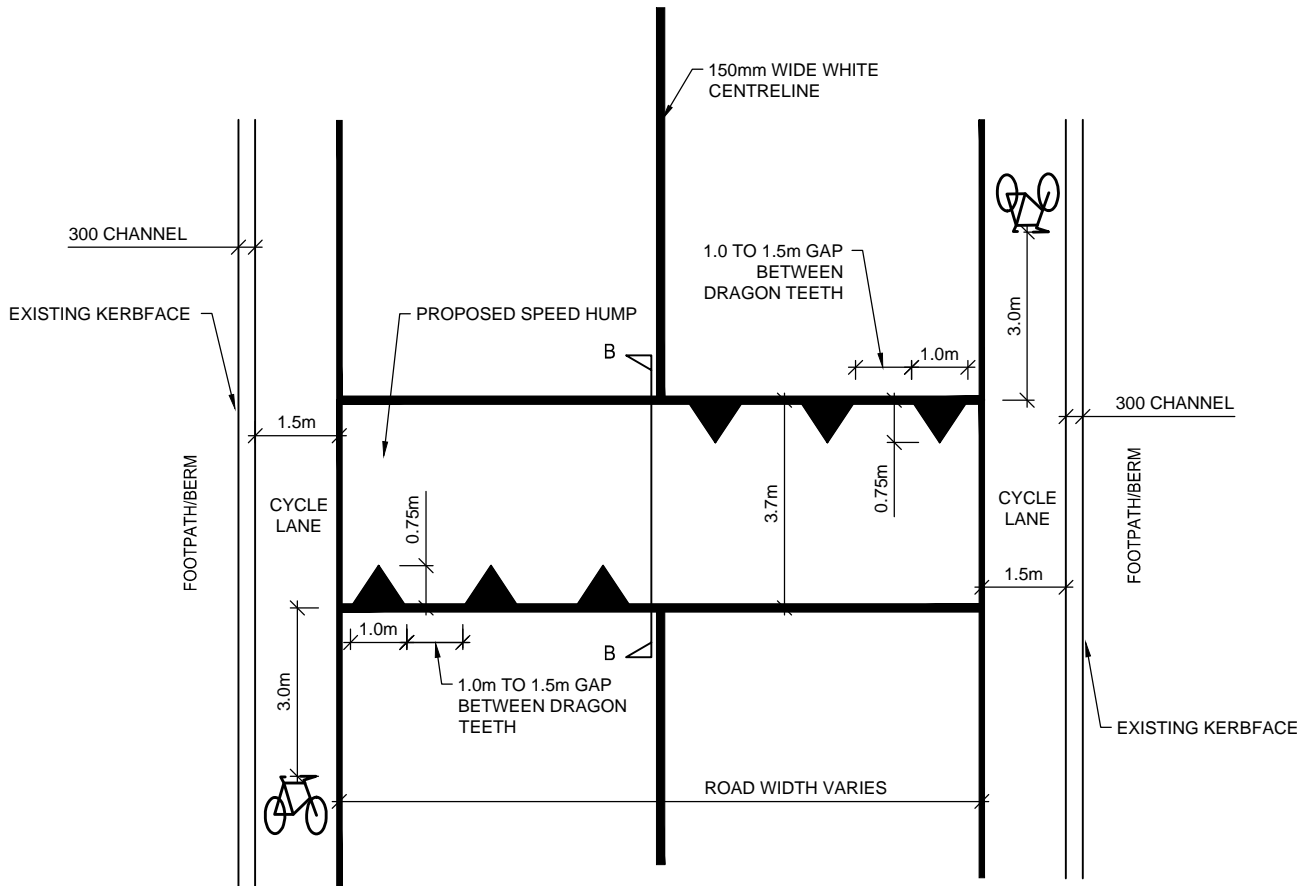
REVISION	BY	DATE



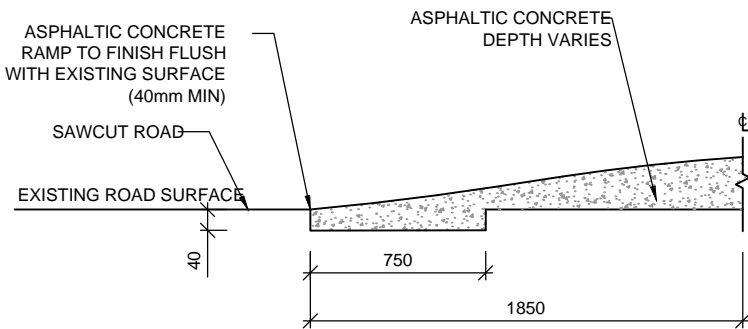
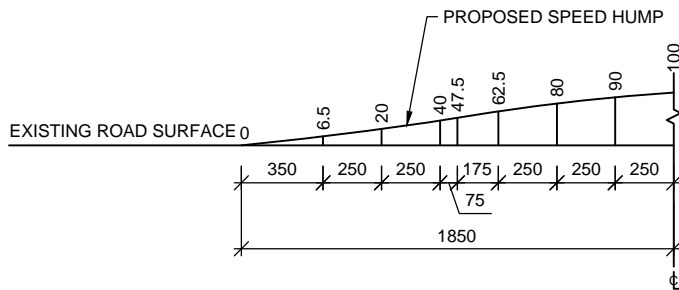
AUCKLAND TRANSPORT CODE OF PRACTICE	
TITLE	TYPICAL LAYOUT OF PLANTED SIDE ISLANDS FOR ROAD NARROWINGS

SCALE:	NTS
DRAWING No.	TC008
VERSION	1.0

Submission #39636



TYPICAL PLAN
NOT TO SCALE



SECTION B-B
NOT TO SCALE

NOTES:

1. All dimensions are in millimeters unless otherwise stated.
2. Do not scale from this drawing.
3. Contractor to liaise with local service authorities for location of all underground services before any excavation.
4. All exposed saw cut edges are to be sprayed with a hot bituminous sealer.
5. All works to have a tolerance of $\pm 5\text{mm}$

REVISION	BY	DATE


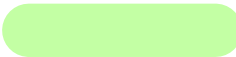
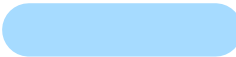



AUCKLAND TRANSPORT
CODE OF PRACTICE

TITLE
**TYPICAL (SINUSOIDAL)
SPEED HUMP
WITH CYCLE BYPASS**

SCALE:	N.T.S.
DRAWING No.	TC002
VERSION	1.0

Submission #39950

-  10-15 km/h shared zone
-  20 km/h zone
-  40 km/h zone
-  Raised Platform Transition

