

Submission ID	Tell us what you think about changing the speed limit from 50 km/h to 30 km/h	First name	Organisation and role
40622	<p>This email is the Waka Kotahi formal response to the Hoon Hay area speed review.</p> <p>The proposed safer speed limits for the Hoon Hay area speed review align with the intent of the Land Transport Rule: Setting of Speed Limits (2017) and Speed Management Guide.</p>	Glenn	Waka Kotahi Manager Network Safety
40619	<p>Spokes Canterbury is a local cycling advocacy group with approximately 1,200 members that and is affiliated with the national Cycling Action Network (CAN). Spokes is dedicated to including cycling as an everyday form of transport in the greater Christchurch area.</p> <p>The science is very clear - lower speeds lead to less injuries and fatalities.</p> <p>Spokes supports the adoption of a 30kph limit everywhere in suburban streets, such as this Hoon Hay area. Spokes questions why some areas are 30kph and some 40kph eg Sumner.</p>	Chris	Spokes - Canterbury Secretary, and Submissions Convenor
40440	We support the reduction of the 50 km/h to 30 km/h in the area suggested However we feel that the Hoon Hay Road should also be considered for the 30km/h given the three schools and pre schools on this road and the sun strike that is caused along this road. All of these and the transition of the cycle way exists onto Hoon Hay road would cause risk for cyclists, pedestrians and motorists.	Andrea	Spreydon School Principal
40617	Stupid	Tiakiwai	
40616	I support these changes; they will help immensely to make the Nor-West Arc route more cycle-friendly (and it makes sense to do the adjacent side streets at the same time too). The recent traffic calming works along this route will help to enforce the speeds along here too.	Glen	
40611	Do barrowclough at too, idiots do 70+ down here.	A	
40610	I think it's a good idea. I live on Mcbeath Ave, it's a nice quiet street - mix of young families and older people. I'm a cyclist, motorists, and runner. Good move, I'd rather this then speed bumps.	Johnny	
40607	yes please, keep pedestrians and cyclists safe, make neighbourhoods places for children to live well	Michele	
40605	Do it!	Thomas	
40604	I support the proposal. I waxed lyrical about the reasons for this in my submission on a similar proposal for the Lower Cashmere section of the Nor'West Arc so won't go into too much detail as you will have already read that, except to say lower traffic speeds make roads safer for everyone and should be encouraged wherever possible. This is a great example of council proposing good changes that will benefit everyone in the local area. Strongly support!	Finn	

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40565	<p>I am writing in reply to a flyer I received today in regard proposed speed changes to 5 streets in Hoon Hay, one being McBeath Ave which I reside in.</p> <p>Is this not another unnecessary council expense? Firstly the new cycleway on the corner of Pablo, Greenpark and McBeath has been badly designed and totally over engineered.</p> <p>Rather than a speed reduction, I am more concerned of the cars travelling west on Greenpark that totally cross the centre line as they turn into McBeath adjacent to the Pablo walkway. Soon there is going to be a head on accident on this corner.</p> <p>Then there is the bus that is consistently parked on the west side of McBeath Avenue at the corner of Muirson Avenue. Cars turning right from Muirson into McBeath have no view of cars travelling North on McBeath. This is exasperated because there is a bend in McBeath Ave at this point. This is a disaster waiting to happen.</p> <p>I note that the majority of bikes travelling south on McBeath don't use the new cycle way to enter the Pablo St walkway, they stay on the road. One day one of those cyclists will confront that car crossing the centre line. A corner is far too narrow. An example was, the other day 15 pensioners all over the road never went near the cycleway outside my driveway.</p> <p>I also have concerns with pedestrians walking North on the west side footpath of McBeath Ave and then have to step out onto the cycleway to enter the walkway, stepping onto the cycle way with their backs to the cyclists!</p> <p>In addition to the above, when I exit my driveway at #5 McBeath Avenue, I am concerned that one day I am going to tangle with a cyclist exiting the walkway to travel north on McBeath. It won't matter how careful and slowly I exit my driveway, there would be no time for a cyclist to stop if they exited the walkway at the same time. The problem is that because the cycleway is soooooo wide, the distance from my driveway to the road is too great for me to move out of the way, that combined with the road being so narrow their, I can't properly turn left into McBeath, without my right hand tyre crossing the centre line. Cyclists come out of there much faster than me exiting my driveway.</p> <p>These are concerns that need to be addressed way before you look at speed restrictions. Also why would you have a restriction on Greenpark when the cycleway doesn't go down there.</p> <p>One thing I do note when driving the length of McBeath Avenue, is that the "buildouts" certainly make me unconsciously slow down from the current 50kmh. I note in your initial booklet that came out to residents, stated that "Trees and buildouts will uphold the low speed environment so people who ride bikes feel safer.....".</p> <p>So I ask, why do we now need further measures to reduce speed. Are you telling me that the buildouts (which took away parking spaces) don't work?</p> <p>I feel as an effected resident, that I would like to see you reconsider the speed restrictions and look at the issues that are far more confronting to cyclists and cars.</p> <p>I am more than happy to discuss this further if you require clarification or understanding of my concerns. I am happy to meet someone on site.</p>	Daniel	

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40557	<p>I would like to be heard or present at any CCC or other such public forum on the issue</p> <p>I oppose raising the speed limit in the streets listed for the reasons set out below</p> <p>About me:</p> <p>I am a retired town planner with experience in traffic safety, access, parking, sustainability and alternate transport mode promotion. I spent much of my working life as a consents, policy and non-regulatory methods planner at Nelson City Council Unitary Authority. In this work our teams were awarded the NZPI Nancy Northcroft Policy Best Practice Award and the National Green Ribbon Award. In Christchurch I was the south island manager of the Sustainable Business Network and presenter at several environmental seminars and expos.</p> <p>Summarised Opposition Reasons</p> <ol style="list-style-type: none"> 1. The proposed speed change is unwarranted, especially in terms of Land Transport Rule, Setting of Speed Limits 2017, Rule 54001/2017, S2.7 & 4, but more importantly unwise for the objectives of achieving safety for active alternate modes in the area and reducing the need for non-sustainable transport 2. The proposed change is unnecessary on an actual risk basis 3. The proposed change will be inconsistent with current variable school speed warrants on higher hierarchy roads in the area and premature ahead of the current central government speed warrant policy change consultations & reviews, including specifically the Land Transport Rule: Setting of Speed Limits 2021 (consultation closed 25th June) 4. A combination of on-road treatments, information and social engineering is more flexible to traffic & sustainability policy objectives and so more likely to address any actual issues that currently exist or may arise in the future <p>I can provide more details and examples at any hearing, summarised extra details shown over</p> <p>More Details</p> <p>Reason 1:</p> <ul style="list-style-type: none"> • Unwise because erecting speed warrant signs are a blunt ineffective and inflexible tool especially when it is unlikely to be enforced, residents are unlikely to get on board where they do not perceive actual risk on road or they see higher speeds on higher intensity roads with actual community risks, like the nearby 40kmh variable school speed warrants. 30Kmh speed limits in these street may also capture cycle speeds (my informal survey showed kids going over 30kmh on their bikes). Speed restrictions are more effective on wider and higher hierarchy roads where drivers peripheral vision to the road edges is reduced at higher speeds and where there are distractions from multiple road side friction issues. Some policy makers fall into the logical trap that we must do something to 'tidy' roads surrounding new pedestrian or cycle road works. A simple warrant change can then seem to be that 'something' without considering real issues, wider objectives, options (including the do-nothing option) and performance indicators. <p>Reason 2:</p> <ul style="list-style-type: none"> • Unnecessary on risk because my informal surveys for this issue on Greenpark St shows very low traffic movements & sub 40kmh speeds. Between 8-9am on a school day Wednesday morning: 3 cycles & 6 motor vehicle movements. Speed survey by me following traffic on my e-bike, that has a speedo, shows traffic speeds under 40kmh: speedy school kids on bikes up to 34kmh, cars up to 36.5kmh, rubbish trucks between stops approx 35kmh. Risk on the cycle lane street, McBeath Ave, is mitigated by roadway separations, clear cycleway road marking, entry street raised differentiated paving plus on-street parking both sides slowing traffic by one way passing needs. 	Brian	

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	<p>Also watching the speedo for 30kmh means traffic is not watching the road for hazards. The consultation pamphlet did not show clear information on which to base a valid assessment for this action, an action which will have long-term implications. The existing speed limit setting rules require such matters to be taken into account so this presents both substantive and process issues for the proposed change.</p> <p>Reason 3/4:</p> <ul style="list-style-type: none"> • Inconsistency with other speed warrants/perceived hazards in the area & non-regulatory options: The 30kmh limit will be less than the variable warrant of 40kmh for higher: side friction, distractions and road hierarchy in the vicinity. It is well known that kiwis don't tend to respond to rules that they don't perceive actual reason exists for. <p>Just see kiwis response to CoVid19 rules like masking on public transport & preventative QR scanning as a demonstration. Overseas jurisdictions likewise see citizens ignoring similar low speed area restrictions in free-flow conditions unless self-policing road treatment changes and social marketing support slower speeds. Currently the government is consulting on speed setting rules that also address possible slowing of school speed warrants below 40kmh. It will be wiser to wait for the outcome of that work and in the meantime research actual risk in the area and social engineering and road treatment responses that will likely be more effective.</p>		
40544	I support this change in speed limits in my neighbourhood. I've been waiting for the cycleway to be finished so I can bike to my work place in Ilam. I do not feel safe biking on city streets so a reduction in speed limits and a cycleway is a great initiative. I will also feel more confident about letting my son bike in the neighbourhood as he gets older.	Fiona	
40540	What a fantastic initiative making the area safer for pedestrians and cyclist. I fully support the change.	Johno	
40528	This is unnecessary, there is plenty of room on Mcbeath Ave at 50kph. This area is no different to any other local street at 50kph with cyclists using the road.	Ron	
40506	As someone who regularly cycles these streets, I support the speed reduction proposal.	Charlotte	

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40471	<p>Hi there we received the flyer last week regarding “safer speeds” in our area. The Nor West cycle way has been finished in the neighbouring streets of McBeath Ave and Smartlea Street .</p> <p>I’m firstly intrigued by the heading “Way Safer” – this implies something is not safe and yet I’m not aware of any accidents in the 5 streets in the last 15 years. Seems to be quite an emotive heading which no doubt will have people coming on board however I don’t believe it’s necessary. I do agree with a slower speed in McBeath Ave and Smartlea Street as the cycleway goes down these streets and is unmarked. I actually think this is unsafe and would prefer to see it painted green like other cycleways.</p> <p>I’m not exactly sure what the point is of slowing down traffic in the neighbouring streets – Muirson Street off Hoon Hay Road, you can’t even get to 50km per hour before reaching the stop sign so it is controlled that way. As for Greenpark Street, the cycleway does not go down there so what is the point? There is a mix of elderly and young and in spring there are ducks with ducklings in the street. The majority of the traffic is obliging so I don’t see the need to slow it down. You can’t get to Greenpark Street any other way so it can’t be used to slow traffic before it gets to the cycleway.</p> <p>And lastly – is this a proposal? Will you be listening to the public at all? The reason I ask this is the way the flyer is written. It states “we’re making changes . . .we will be installing a 30km speed limit . . .”. This does not sound like a proposal to me but something that is being done. Would be disappointing if we aren’t listened to.</p> <p>A suggestion – why not wait 12 months before imposing the speed limit on Weir Place, Greenpark Street and Muirson Ave. That way you could monitor and see if the changes are required.</p>	Jannice	
40467	<p>Regarding the proposed speed limit changes for Weir Place, Smartlea St, Greenpark St,cBeath Ave and Muirson Ave.</p> <p>I understand the thinking behind making it safe for cyclists. However, the cycleway on passes through about half of Smartlea St and the length of Muirson Ave, not the rest of the streets. These streets are all quiet streets which good visibility. I see no reason to make it illegal for people to exceed 30kph on all these streets for the sake of small amounts of cyclists travelling down some of them. Furthermore, the islands added along McBeath narrow the street, making them LESS safe for cyclists. Removing or changing these islands to allow cyclist to use the space between the island and curb would surely be of greater benefit than inconveniencing everyone using these streets by lowering the speed limit.</p>	Lennard	
40463	<p>Hi, I fully support the speed change for our streets. It won’t make journey times appreciably longer, but with a lot of children living in this neighbourhood and now the cycle way, it will be great to encourage everyone to keep their speed down.</p> <p>We really appreciate having the cycle way and are using it multiple times per week to get to school, kindy and Pioneer, or for longer family bike rides. It’s great that it links in to other cycle routes, too.</p>	Pip	
40462	<p>I fully support the lowering of the speed limit to 30 km our property is on the corner of Weir Place/ Smartlea Street and Mc Beath Avenue intersection some drivers treat the intersection as an unrestricted road and ignore the road humps and cut corners which becomes a danger to both cyclists and vehicular traffic.</p> <p>Cyclists are not angels as well failing to signal not stopping at give-away signs just riding around corners and riding more than two abreast, the intersection is also used by the local school training the children how to ride safely on the road.</p>	Peter	
40460	<p>Sounds reasonable since it’s a designated cycle way that it should be 30km/h to me.</p>	Aric	

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40459	<p>Thank you for the leaflet informing of the proposed changes to speed limits on weir place, mcbeath ave, muirson ave, smartlea street and greenpark street. My husband and I live at 2 muirson ave and had already noticed a positive change in people's driving after the installation of the give way signage at the muirson ave / mcbeath ave interchange. We found that certain people had the tendency to turn off hoon hay road and accelerate very quickly and that seems to have improved, so we think the council was correct in doing that!</p> <p>We are very much in favour of the proposed speed limit change to 30kph. This will be much safer to everyone, and 50kph is unreasonable on these quiet residential streets.</p>	Lynette	
40455	<p>As a resident in the area, I dont believe there is a need to change the speed limit as there has never been any problems on my street mcbeath ave.</p> <p>I oppose fully the changing of speed limits from what they are now.</p> <p>Police will not be enforcing them based on having proper priorities to deal with anyway.</p>	Gilbert	
40452	I totally agree with the proposal to reduce the speed limit to 30km/hr or the stated streets	Raymond	
40451	How about you address the issue of car parking down Palmside Street on Saturday mornings when football is on. On Saturday mornings with cars parked on both sides of the road you cannot drive two cars down the street without someone pulling over. And now there is a cycle lane down the street it adds more people on the road and with limited space it is an accident waiting to happen. We also have detoured busses coming down the street which isn't helping the situation.	Keryn	
40449	Don't see a need. 50km isn't excessive and we already get traffic build ups at peak times so this would just make things worse.	Sarah	
40448	We love the idea! Have really enjoyed the cycle path and think it would be great to have slower speeds along the associated roads.	Saskia	
40447	Good idea, will make some people angry but will make cycling and public transport more appealing, which is a good thing	Peter	
40445	You seriously need to look at the speed limit on Maryhill Ave. This street feeds bith Hoon Hay School and OLA and its only a matter of time before a child gets hit as the cars fly down there. It makes it very hard for children to cross Maryhill Ave before and after school as there are cars parked on both sides of Maryhill Ave obstructing the view of traffic coming along Maryhill Ave, its crazy thers no safe crossing for the children of both schools	rachel	
40443	Great idea, should also be applied to Mathers Road by the school entrance.	Hollie	
40438	thank you. Without speed humps on the McBeath & Domain Tce raceways speeds will likely remain unchanged. While unclear I take it the cycle infrastructure will be of the "quiet street" variety with paint and signage? On street parking to remain? I hope you have a prolonged campaign of education and enforcement.	Dirk	