

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
40618	<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 Lower Cashmere area. Spokes questions why some areas are 30kph and some 40kph eg Sumner.</p>	Finn	Spokes - Canterbury Secretary, and Submissions Convenor
40612	Please see attached letter.	Mark	New Zealand Police
40621	The proposed safer speed limits for the Lower Cashmere area speed review align with the intent of the Land Transport Rule: Setting of Speed Limits (2017) and Speed Management Guide.	Gavin	Waka Kotahi - Manager Network Safety
40615	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.	Virginia	
40606	yes please, keep pedestrians and cyclists safe, make neighbourhoods places for children to live well	Liam	
40603	I support the proposed speed limit change. While I have not cycled along here myself, my understanding is that the Nor'West Arc cycleway in this location consists of a "greenway" rather than a separated cycleway. Because of this lack of physical infrastructure slower traffic speeds are essential for ensuring the success of this section of the Major Cycle Network. It will make the roads here safer for everyone (including people in cars and on foot), and cycling more inviting for people who have wanted to try it out but haven't had the opportunity yet to do so. I strongly support this!	Steven	
40566	<p>I have today received a flyer about a proposed speed restriction to create a safe speed for cyclists and motorists to share the road around Palmside, Woodbank, Ferniehurst Streets and neighbouring streets. I have no major disagreement with having a safe environment for road users but I do question the abomination which has been created in the area and for which no amount of tinkering with the speed limits will render it safe for any users. The nibs which have been installed in Ferniehurst Street and at the intersection of Ferniehurst, and Woodbank Streets have obviously been dreamed up by an idiot who needs to go back to kindergarten to learn some common sense. With the road works under way at Cracroft, buses are being diverted around this cycleway and there is no way that buses, rubbish trucks or any large vehicles can negotiate the corner from Ferniehurst into Woodbank Street and the reverse safely. The corner is effectively a blind corner and the very recent planting of grasses of yet to be determined height on the nibs will only prove to be a further impediment to safely negotiating this obstacle. I have noticed that some cyclists prefer to use the footpath to negotiate the corner thus making the footpath a dangerous place for pedestrians. As one of the many senior citizens in the area who also pay our rates and are unlikely to ever get on a bicycle I am appalled at the vast amount of expense being thrown at in this case an accident waiting to happen. I also fail to see how changing the speed limit on Karaka Place, Paikea Place and Molesworth Place will achieve anything other than to annoy local residents and incur the extra expense of unnecessary signage. Molesworth Place is longer but in both Karaka Place and Paikea Place the chances are low that anyone will get up to 50km/h before reaching Woodbank Street.</p> <p>The corner from Rose Street into Palmside Street is also impossible for buses and other large vehicles to negotiate safely although smaller vehicles can do so as long as they are well to the left.</p> <p>You seem to be pushing the speed restrictions which I still consider pointless and a waste of money and effort. You mention consistency but the only speed restriction now is the 25km/h at the Ferniehurst / Woodbank corner. Your proposal to make the speed limit 30km/h on neighbouring streets introduces another speed limit which does nothing for consistency. The main disagreement I have is with the idiotic narrowing of the streets and the abomination of a corner at Woodbank / Ferniehurst. This could become even worse once the newly planted grasses increase in height. It will be only a matter of when will the first serious accident occur. You can include my email as an official submission but I have no expectation that it will achieve anything.</p>	Dirk	
40539	What a fantastic initiative making the area safer for pedestrians and cyclist. I fully support the change.	Glen	
40531	I support the lowering of the speed limit to 30 km/hr for these roads for this part of the cycle way. I am supportive of cycleways in general and their contribution to healthy communities, and have noticed many more cyclists to the area since the cycleway was completed. A lot of these are family groups, including learner riders. I frequently use this cycle way for both commuting and family trips, and have significant concerns that a reasonable proportion of drivers through this area fail to adequately slow down and/ or drive safely around the tight, blind corners. This is currently exacerbated by road works in the area and many drivers that appear unfamiliar with this route now using it as a detour	Michele	

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40527	Agree good idea	Eric	
40472	I think that looks good.	Hayley	
40468	<p>I believe this is excellent to go from 50 to 30Km/h. As a cyclist and a driver I do believe that the speed limits are too high to make these areas safe ( importantly feel safe) for both parties. It is also good for residents and pedestrians not to have volumes of traffic travelling at speed down these streets</p> <p>With the increasing amount of traffic around and limited public transport we seriously need these "greenway provisions " to encourage people to alternative means of transport . Also I would hope that people are more inclined to cycle as a recreation activity because they feel safer on the road.</p>	Penelope	
40466	Unnecessary	Laura	
40465	Yes that's fine, and also if they don't put a bike lane near the Cashmere rd bridge they should reduce speed there also	Ryan	
40464	Reducing speed limits on residential streets to 30 km/h is a good idea. Arterial routes around the city should be 50 km/h.	Tim	
40461	<p>100% support this change without reservation, lets make the change tomorrow!.</p> <p>The designated cycleway is proving to be very popular, even in winter, and congratulations to the team that provided this asset.</p> <p>Unfortunately the problem is many vehicles are not taking into consideration that this route is a shared space with limited corridor width. This has been very apparent lately where all manner of transport, including large buses on diversion, are all competing of the same space. Saturday winter mornings are the extreme where cars just need to slow down.</p> <p>Palmside Street, to be frank, is still a speed zone as there are no traffic calming measures introduced as part of the NW Arc upgrade. But with an attempt to reduce vehicle speed with signage only we are hopeful people will adhere to the 30km/hr limit. But to be honest will this be able to be enforced?.</p> <p>We believe the local community will adhere to the reductions but it is the non-locals that use our streets as a shortcut from various other areas that we consider will not adhere to any reduction signs at all.</p> <p>It is common knowledge that this shortcut through Ferniehurst and Palmside will bypass the new light system at Cracroft and that this route will be the only one without physical traffic calming measures between Cashmere Rd and Rose St.</p> <p>Really we would like CCC to take one step further and introduce more traffic calming together with the reduced speed limit that would really emphasis this as a cycle friendly route for all.</p> <p>Thank you for the opportunity to have our say and happy to answer any questions.</p>	Linda	
40458	I support this plan. It is a good link for cyclists travelling from the Adventure Park to the city and beyond. Please include better signage at Cashmere Rd and Rose St ends that indicates which way to go to link up to main cycleways. It wasn't clear last time I cycled north through there that the route continued through Centennial Park.	Johno	
40454	I love the idea. I was hoping to also see Rose Street included in the proposed changes. It is so unsafe sometimes to come out of your driveway with the speed that people get up to down there, especially unsafe as lots of students in the area walking to Cashmere crossing roads etc.	Chris	
40453	<p>Can you add more streets to this list? I don't understand why major roads (Milton/frankleigh, Barrington, selwyn, cashmere, hoon hay, Lyttelton, Colombo, etc) are the same speed as streets that are purely residential. .... ie Roberta, Studholme, roker, studholme, young, etc.</p> <p>In my mind, there should be tiers of speed limits based on road usage, ie arterial/bus routes vs residential streets and cycle paths. More 30kph streets to keep neighborhoods safe!</p>	Hannah	

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40446	Awesome, can we extend this further into our residential neighborhood , perhaps instate lower speed limits of Rose St outside of the park, retirement homes and Cashmere High (so basically the whole Street) and establish a cycle lane. No reason for anyone to be travelling over 30km/h outside of the main roads.	Tony	
40442	Yes agree the speed should be lowered to 30k what good idea	Mike	
40435	Great and needed for much of Christchurch residential streets to make them safer for kids and everyone. thank you. the big glaring omission is Cashmere Road. How will people on bikes get to the MCR, especially from the west? This is a daunting and often dangerous stretch of roads where more than a few drivers insist on close passes. It effectively cuts off access for kids coming from Cracroft . Coming from the residential west of PMH will also be challenging. Out of scope is not a useful response. Not being used or tragic fatalities are the likely result.	Michael	
40432	I think its a good idea. I live in ferniehurst street,I do not like the way some people drive so fast down the street.  We have young children on bikes,we have people trying to cross the road with thier dogs. cars need to slow down.	First name	