

Submissions received on the QEII School Speed Zone and speed reduction on Frost Road

Sub ID	Any comments on the school speed zones	Any comments on Frosts Road speed reduction	Name or organisation
20650	Fine	I don't believe this is necessary and given there is no residential homes on that section of road the 70km/hr limit should remain. Make it 50 just before getting to the roundabout if required for a pedestrian crossing but not the whole section as that is unnecessary.	Ben Robinson
20651		The Frosts Road/Travis Road roundabout is extremely dangerous for pedestrians to cross, as the bushes in the middle of the roundabout block pedestrians view of approaching cars. Once school pupils are crossing this intersection daily, a pedestrian only phase such as lights will be necessary to prevent serious accidents. There is insufficient time for pedestrians to cross safely as cars approach at speed off Anzac Drive. With the bushes so high they are obscured until the last minute.	Rosalin Stewart
20652		Support the speed reduction on Frosts Road. Concerned about the current cycle paths requiring the crossing of multiple lanes on Frosts Rd full of motorists focused on entering and leaving the roundabout. Those cycling from Anzac Drive or Travis Rd toward Mairehau Rd past the Queenspark/Beach intersection are being directed by the cycle paths into an area on Mairehau Rd toward Burwood Hospital where there are many busy intersections and very little protection for cyclists (it consists of a white line) and little cycling space.	Emma Jamieson
20655	Definitely need to reduce the speed limits on Travis, Bower Ave & frosts road with flashing speed signs and speed cameras	Down to 50 km hr	Judith Keen
20657	School speed zones at areas of direct entry and exits. Including school bus areas. These are not primary school children.	There is no need for speed reduction on this stretch of road.	Gill Hubert
20658	Support this proposal.	This is a totally rural road i.e. no residential properties fronting onto this part of Frosts Road. I see no need to or any benefit from reducing the current speed limit.	Anthony Fleete
20661	It's a school area so it should the same as all other school areas 40km	Reduced speed limits or speed bumps	Nichola Lond
20663	Please make the speed zones as low as possible. I believe the school zone should begin 200 metres BEFORE the Travis Road roundabout (at Frosts Road, Travis Road and Anzac Drive) NOT after, as there will be a large number of students coming from those streets. Because this roundabout is part of a ring-route and consistently travelled by large trucks at high speeds, it poses a huge danger to those students crossing/walking/biking here. The amount of traffic will increase dramatically when the schools start and if the zones are not made safe and someone is killed, it will be a tragedy that could have been easily prevented.	The first half of Frosts Road (coming from Travis Road) should be 40kms not 50kms (as above the school zone should begin 200 metres before Frosts Road meets the Travis Road roundabout) because there will be children exiting straight on to Frosts Road, then it can become 50kms as it leads into Mairehau Road.	Vicki Edwards-Brown
20664		I support the permanent 50km an hour speeds down frosts road. A lot of children will be coming to school via this way. I also would have bought that the frosts road roundabout would be changed into traffic lights. This is not a safe place to cross as an adult, I don't think kids will be able to do so that safely either. Please look into this	Annabelle Dennett
20666	I agree with the proposed zones. The safety of the approx. 2000 students and other during school starting and finishing periods is paramount.	I agree with the reduction to 50kph. This is a main approach to the school zone and will likely have students biking along it to and from school.	Robert Jugovac
20667	Agree with this as long as the 40km is only during certain hours of the day. Completely disagree to slow down traffic for the whole day.	Disagree 100%. Reducing the speed limit here will cause frustration for drivers who are used to that speed limit. Implementing a crossing there is also pointless as there is already the crossing at the roundabout which works perfectly well. Why would anyone need to cross mid-way down frosts road when the only thing there is the golf course. Frosts road should stay 70km, even with school kids around it is unlikely they are going to be needing to cross in this higher speed section and the footpath is wide enough that kids won't spill on to the street anyway	Michael Banks
20668	As long as we have those lit up signs indicating the 40k limit is in effect fine as long as they remember to turn it off after the allotted time has elapsed	No need to reduce speed limit on Frosts Road so much! 60kph would be fine, it's not like the kids going to this school are little with no road sense they're teenagers	Marie Roberts

20669	I like the idea of reducing the speed zones in line with keeping the students safe. My main concern would be the roundabout intersection at Frosts Rd & QE2 Drive. I have two teenagers attending the new school next year and would love to see lights instead of a roundabout for easier management for the kids to cross the road on bikes or walking.	I like the idea of reducing Frosts Rd from 70kmph to 50kmph during the school times.	Hannah Nixon
20670	Reduced speed in school times makes sense.	Disagree this is needed. there is a dedicated cycle lane/footpath so speed on frosts should be kept at 70kph	Chris Evans
20672	1. Would like to offer to make 40km/h speed zone on Travis Road permanent as very often kids going to and leaving schools outside the proposed 20-35 minutes time frames. 2. Would like to offer to prohibit car parking on resident (south) side of Travis Road (between Anzac Ave and Bower Ave) from 8am till 5pm on working days. Large number of non-resident cars parked along the south side of the road completely block view for motorists trying to join the Travis Road traffic from local properties and creates dangerous situations.	Completely support.	Konstantin Kazantsev
20674		Speed reduction is a great idea! However we as a family have a big problem with the overgrown bushes on the roundabout on Frosts Road / Travis road My children like to visit their grandparents and need to walk their bikes across frosts road onto Travis road bike way however it is very difficult to see the traffic going through the roundabout from Anzac drive onto frosts road! We would love to see the bushes removed from the roundabout to allow safer viewing of vehicles from all directions	Fiona McNicholl
20676	The speed zones are great but someone will be killed if traffic lights aren't installed. My family have tried crossing from Travis Road over Anzac Drive and it is very dangerous, both our children acknowledged how scary it was at the time and I don't think the reduction of speed will stop a school child being killed.		Nadeane Spriggs
20677	Speed zones are a must to keep our children safe so I am all for this to happen and we get a 40 zone outside the school entrances	I think Frost Rd speed limit has to be lowered. People go way to fast down there as it is and when it has a load of kids trying to get to school it will be very dangerous.	Sharon Richards
20678	I would like to see the school speed zones lower than the 40km. 30km or even 20km would be even better for this area during school times. You have young, inexperienced drivers and lots of movement in this area causing distraction for all drivers. The speed limit in this area should be lowered, not just at school times. As this becomes a hive of activity for the area, it would be best to always have a reduced speed for safety.	Yes, please reduce speed to 50km on Frost Rd. Permanently.	T. Scott
20680	A very good idea, but would you consider the parking in nearby streets at the same time as with all the building that is going on at the moment we have had a insight what is going to be like with the Students that will be parking in their cars, Saltaire St becomes a one way with parking on both sides of the road making it a hazard to everyone. I have seen some close calls .Please feel free to call me. All residents near me feel the same.		John Jackson
20681	I think all the suggested changes should be implemented as suggested. However Travis Road, East of Frosts Rd should have an increased speed zone. Both sides of this road have wide pedestrian and bike zones and are clearly separated from the motorised traffic. The traffic always pushes the 60kmh limit of 50kmh anyway, and would make it clear that the divide to the school zone from the frosts road round-about applies (and fits with the 70kmh zone to the South of the roundabout too)	I actually think that the road need to have separate, wide cycle and pedestrian lanes - as there is room on both sides for this to happen. This would also have the added benefit of increased cycle/pedestrian access to the yet-to-be developed QEII master plan area and East Travis Wetland.	Michael Skinner
20686	happy for the lower speed limits on travis and bower but don't think it's necessary for frosts rd.		Andrea Skinley
20705		There is no need to reduce the speed limit on frosts road. There is a perfectly wide sidewalk which is a good distance from the road, which means that there is no risk to pedestrians. If parents are concerned about their children getting to school, then they can instruct their children to walk/cycle via bower ave.	Dominique DuPreez
20707			Ursula Klein

20713	The 40 km speed limit is appropriate	The very short 70 km speed limit on Frosts Rd is dangerous in that it encourages drivers to speed when re-entering the 50km limit at the Bower Ave Corner. It should be 50kms as it is on QE11 drive. This makes a consistent speed ratio. Pedestrians and cyclists have a nervous time crossing the road.	Parklands recovery group
20719	I totally agree with these being put in place. Also Breezes Road from Aranui High to Avondale Road should have these restrictions put in place also as it has been proven via an email from council to us that the traffic/trucks through this area exceed the 50km speed limit also. If you are going to do it for one area you need to consider all areas where schools and also playgrounds are situated	Totally agree as there will be children cycling on this road	Jude Brown
20723	Support	Support	Cody Cooper
20725	I agree with the electronic school speed reductions	I agree with reducing Frosts Road to 50km per hour	Scott Williams
20822	Stephen here to give my thoughts about the new speed restrictions pertaining to the new high schools in QE 2 Park. I live in a unit [REDACTED] I have concerns about the increasing busyness & the safety of the teenagers at the new schools. The thoughts of possible injuries or deaths horrifies me & all safety measures are welcome. At present a number of drivers speed along Travis Road & around that sharp corner past the BP garage. The proposed speed restrictions are very welcome. I have noted elsewhere how effective the 40 School Zone signs are. It's a bit hard to make out from the map dropped in my letter box but I think that electronic signs both sides of the school grounds in Travis Rd are very important & of course the static signs. Can I also mention parking in Blue Gum Place. I think that yellow line no parking is necessary on one side of the street is necessary because of the narrowness of the street. At the moment the temporary parking on both sides of the street by construction workers is tolerable but on a longer term base the restricted movement on the street road would be a real problem.		Stephen Best
20832	You would also likely reduce a lot of drop off / pick up traffic if you put in place traffic light pedestrian crossings or underground tunnels at the roundabout for students to walk and cycle over/through - allowing students to walk from quite a distance away and not having to cross these roads that parents are definitely concerned about (& will likely remain concerned about even with speed limits reduced) will cut down the amount of drop offs to the school gates.		Tanya Drury
20833	Totally agree with the reduced speed limit, Plus Speed cameras.	Totally agree on reduced speed limit, plus cameras	Esther Hart
20835	Fully support school zone speed zones on Travis Rd and Bower Ave. Please ensure the signs are positioned in such a way as to not be missed amongst other signs. Perhaps a reminder sign part way down Travis Rd in each direction would help, as drivers often speed up too soon within the zone when they are long (witnessed daily outside Rangī Ruru on Rossall).	I thought this road was already 50 km/h, or used to be before the EQs. I fully support the reduced speed, but this will need enforcement as, like Travis Rd to the west of the Anzac roundabout, most drivers will go 60+ regardless of posted speed limit. Perhaps bigger signs with a suburb name underneath would help make it more noticeable?	Fiona Bennetts
20836	I would like to see Travis road between Atlantis and Bower Ave made 30 km during school hours or even better all the time. The CCC have made the CBD safer by doing this why not around school and our kids.	Good idea. Also need to put lights in on the corner of Frost rd, Travis and Anzac dr. It's very hard and dangerous to cross at this roundabout. Please make this top priority before someone is hit. And it's a NZTA road so make them pay.	James Halliday
20839	Spokes supports lower limits in school zones. A 30 km/h limit should be considered.	Spokes supports the 50 km/h limit on Frosts Road as it will signal drivers that they are entering a more congested area and need to reduce speed and increase their awareness.	Spokes Canterbury
20840	Fine with this	Opposed. Keep at 70kph Travis Rd from QEII Drive through to Travis Road/Frosts Rd roundabout also needs to be increased to 70kph	Scott Saunders
20841		Allowing 70kph as the limit to continue on Anzac Dr between the river and Travis Rd is appalling those intersections at the roundabouts need lights and slower limits. This is an extreme Safety issue - kids will die because of these stupid decisions. CCC needs to work with NZLTA on these matters urgently!!!!	Eastern Vision
20842	I have a problem with the driveway from the school that is directly opposite my driveway. That driveway is also side by side with the drive from qe2 doctors. The doctors driveway is supposed to	not at this time	Garry Robinson

	not be used it is breaching the consent given to them at the beginning. Tell the doctors to stop using that driveway is impacts on mine and the schools new driveway.		
20845	We strongly support the proposed change to introduce school speed zones for Bower Ave and Travis Rd. We expect that a minimum of 2500 people will attend the new site daily. They will arrive and leave via buses, cars, bikes, scooters and walking. It is imperative that the safety of all road users is taken into consideration and it is reasonable and indeed common sense for school speed zones to operate. Precedent has been set across numerous other schools in Christchurch which have speed zones in place. It is recognised that this will slow the traffic flow for both of these roads, however given the significant increase in traffic that can be expected it is a reasonable compromise that this occurs for the time periods proposed in the interests of the safety and well-being of all road users.	We also strongly support the permanent reduced speed zone for Frosts Road. As from the beginning of term 2 2019 there will be a significant increase in the traffic in the area at the beginning and end of the school day. Frosts Rd is likely to be a major feeder road for access to the school and there is a need to manage safely the traffic at the roundabout with Travis Rd and coupled with the new controlled pedestrian crossing it is important to manage the volume and speed of the traffic safely and to ensure that the traffic will stop in time to enable pedestrians to cross Frosts Road. We would be concerned for the safety of all road users if the speed zone is not reduced given the additional complexity of managing the increased volume in traffic associated with those attending and leaving the schools.	Avonside Girls High School Board of Trustees
20846	This will help keep students arriving and leaving school safer, though 30km a better limit. Also extend the time to 35 minutes at end of school time. Instead of just a small strip of green on the cycle way the entire strip from near Frosts Road to Bower Ave Roundabout needs to be green. On both sides of the road. Plus a pedestrian and cyclist crossing with lights to stop traffic.	An excellent idea, this will reduce the hazard of fast moving traffic. This will help keep cyclists and pedestrians safer, most of whom will be students. At present many cars do not slow down to 50km till past Beach Road and Mairehau Road intersection. Also have you considered how students are going to safely negotiate the busy roundabout at this location?	Stephanie Zeier
20849		There is no vehicle access proposed on Frosts Road. The existing (disused) access is to become a pedestrian and cycle access, and therefore links to the existing shared path. The existing right turn median on Frosts Road should be removed and the vehicle access removed. The existing 70kmh speed limit therefore has no reason to be altered.	Richard Houghton
20850	It's ridiculous to lower the speed limit, Frosts Rd especially. It has a huge cycle path down the side next to the golf course, so there is no need for kids to even be on the road. Travis Road also has large cycle paths down each side, so again no need for a speed reduction. Bower Ave is the only one that doesn't have large cycle lanes, so why not work on that instead of inconveniencing the local residents. The students are surely old enough and able to use cycle lanes and cross streets to get to school on their own without meddling with the speed limits, and creating confusion and inconvenience.	No need as it has a huge cycle path along the golf course side of the road, there is no need for the students to even be on the road. I can't believe it's even been suggested.	Neil Barrie
20851	Agree with the speed zones around the combined schools. There may also be a need to add further yellow lines around nearby streets - like the recent addition of yellow lines around Ascot Ave, Marriotts Rd & Bower Ave. There are approx 80 staff carparks on-site for approx 200 staff and no student parking for a combined school of maximum 2,500 (not all of these kids will be 16 and have cars). This also needs to be addressed.	Agree with this reduction. What is happening with the old golf driving range entrance/exit onto Frosts Rd? I hope this will be closed to cars if it's not already.	Shireen Spaul
20853	Yes, I agree with the 40km school zone	Please reduce to 50km	Suze Booth
20854		I don't agree with the speed reduction proposal for Frosts Road. I believe that 50km/h would not be consistent with the national guidelines for this type of road with its risk profile. By law the CCC need to follow the new NZTA One Network Road Classification (ONRC) system. Using the NZTA ONRC map we can see this road is classified as an arterial road with 11,500 vehicle movements meaning it's a high use road. The arterial road designation means it's a key road for the movement of traffic and/or freight critical to social and economic wellbeing. A risk profile for this road shows it to be very low risk. Active users are completely separated, there's no residential properties along the road, & there's no need to cross the road except at each end. Future pupils at the schools can also avoid this road using Ascot Ave. Under the ONRC system the CCC are required to be focused on the customer & maintain the road to suit its purpose & designation (arterial). Here's a quote from the NZTA speed management guide	Julian Dendle

		<p>"It is necessary to manage speeds appropriate to its primary use. I.e a high volume road needs to be able to move traffic efficiently and safely and therefore reducing the speed limit along this type of road is not appropriate. It is more appropriate to provide an environment (be it a higher speed one) that provides a safe system environment where there is a low probability of a fatal or serious crash occurring".</p> <p>The council would have been more credible if they had proposed a limit of 60km/h.</p>	
20855	<p>I support the need for school speed zones but I would like to see them include the Travis/Rookwood-Bower Ave roundabout as I believe there will be a huge amount of student movement there and that would also support the children traveling to Rawhiti School. For safety and ease of residential use these speeds could be all day for these suggested portions of the road which would be easier to install than the flashing 40km signs. This area has high use all day with the Gymnastics, Medical Centre, schools and retail stores and it is becoming harder to walk through the area at most times of the day. School half days, early Wednesday finishing and changes with senior time tables would make a permanent speed reduction sensible.</p>	<p>I support the reduction of speed on Frost Road to 50km. This is to ensure that cars coming off the roundabout are at a speed that allows better reactions to cyclists and pedestrians crossing the road.</p>	Elissa Smith
20860	<p>The Christchurch North East Secondary Education Committee (NESE) consults widely and advocates on behalf of our members on secondary education related issues in North East Christchurch. NESE was established in 2009. NESE's Management Committee members are all volunteers from our local community. We currently represent 646 subscribing families and individuals.</p> <p>We support the proposal in general with a two minor amendments for improved functionality. We consider that the school zone signs outside the BP Service Station will not be sufficiently visible. It is a busy roundabout. There is already a lot of distracting signage in that location. Drivers have their eyes on the road with the roundabout traffic, pedestrians crossing, as well as vehicles entering & exiting the service station. That is how the road functions now at busy times - before adding 2500 students and teachers to the congestion with the new schools.</p> <p>We feel the sign on Travis Road by the BP would be serve a better purpose on the other side of the roundabout. This would mean repositioning the sign to Rockwood Road, as well as moving the proposed sign near 219 Bower Ave, only 100m, to 185 Bower Ave.</p> <p>We are all locals who regularly drive through this intersection. We feel that this change would significantly improve the effectiveness of the school zone.</p> <p>Atlas Street is red zoned except for the church on one side and one residential driveway on the other side. The position of the Atlas Street school speed zone sign is not ideal. Nobody will see it where it is shown on the map, as all drives are between the proposed sign position and the intersection. This sign needs to be much closer to the intersection than usual to be viewed by drivers from these addresses. Otherwise there is simply no point having a sign there.</p>	<p>It has been the local community's preference for Frosts Road to return to 50Kmph for a long time. We strongly support this proposal.</p> <p>We recommend it would be timely for the roundabout shrubs at the intersection of Anzac Ave, Frosts Road & Travis Road to be reduced in height to 1 meter, in conjunction with this work, and maintained at this lower height into the future. There have been an increasing number of near misses at this roundabout involving slower vehicles & cyclists since the shrubs became taller than 1.5m high. This is due to poor visibility at this intersection combined with the 70kmph speed.</p> <p>Anzac Avenue will continue to have a 70kmph speed limit. Travis Road west of the intersection is 50kmph. However, traffic including large trucks regularly travel at 70kmph on this section of Travis road. Increasing visibility at this roundabout would actively prevent further serious injuries, especially to cyclists. Cyclists and pedestrians using this intersection need your action on this matter now to keep them safe at this intersection. We ask for your attention and consideration of this additional safely measure.</p>	Christchurch North East Secondary Education Committee Inc. (NESE)
20675 and 20656	<p>Logical step, safety for pedestrians, cyclists and also drivers.</p> <p>However, believe there is a bigger issue in regards to health and safety than the speed limit, which is the quality of roads and cycle lanes.</p> <p>Take New Brighton Road and Bower Ave for instance, which are both main thoroughfares to the school and for a large amount of the North/East community. Due to the condition of the roads vehicles have to drive all over their lane to avoid pot holes, uneven surfaces, bumps, extremely poor non/exist levelling of road and poor chip sealing.</p> <p>No cycle way and risk with the above on a health and safety incident, to cyclist, pedestrian and actually even a driver. The only way this can be rectified is with correct grading, releveling, surfacing of road and then labelling of cycle ways on the road. Some work has recently been conducted on Bower Ave with chip sealing which is unfortunately worse than the prior state condition making more of a hazard and H&S issue.</p>	<p>Logical step.</p> <p>However, believe there is a bigger issue in regards to health and safety than the speed limit, which is the quality of roads and cycle lanes.</p> <p>Take New Brighton Road and Bower Ave for instance, which are both main thoroughfares to the school and for a large amount of the North/East community. Due to the condition of the roads vehicles have to drive all over their lane to avoid pot holes, uneven surfaces, bumps, extremely poor non/exist levelling of road and poor chip sealing.</p> <p>No cycle way and risk with the above on a health and safety incident, to cyclist, pedestrian and actually even a driver. The only way this can be rectified is with correct grading, releveling, surfacing of road and then labelling of cycle ways on the road. Some work has recently been conducted on Bower Ave with chip sealing which is unfortunately worse than the prior state condition making more of a hazard and H&S issue.</p>	Amanda Gearry