

Draft Interim Speed Management Plan 2022 – Summary of feedback

To support hearings 23 November 2022

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1.1 Summary of feedback received

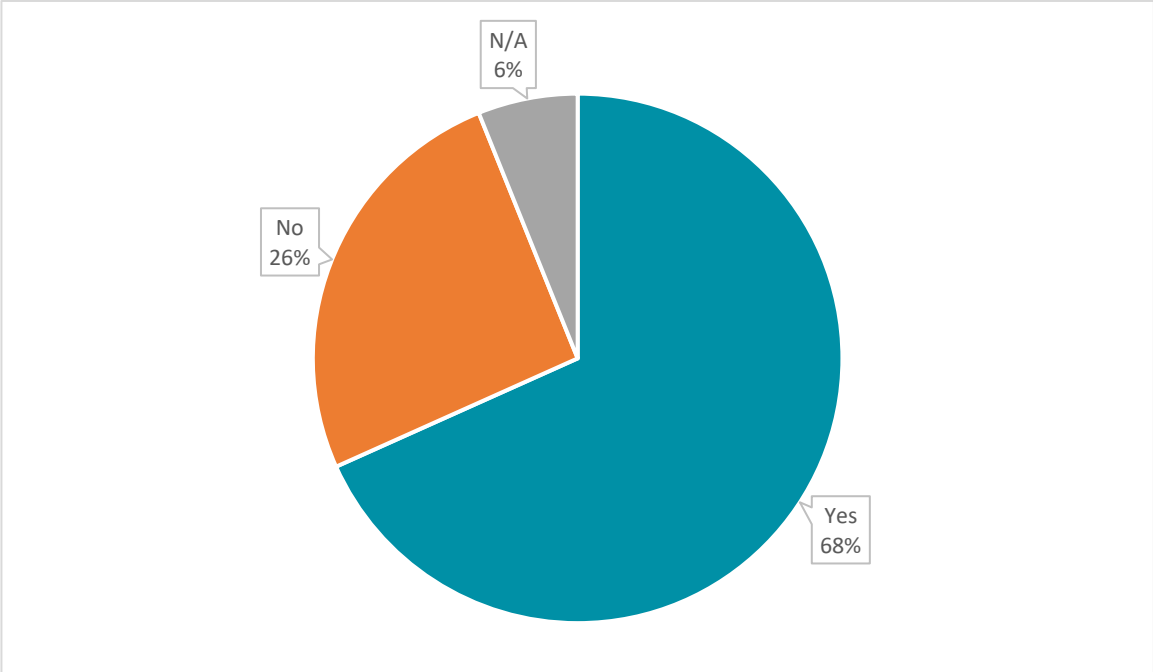
Public consultation on the Draft Interim Speed Management Plan was undertaken from Monday 12 September to Sunday 16 October 2022.

- A total of 82 submissions were received.
- 81 submissions were received on time.
- 11 submitters indicated they wanted to be heard on their submission form (5 confirmed attending as at 10th of November).

1.2 Speed limits outside schools

Based on the question “Do you agree with the principle to lower speed limits outside schools within the district?”

	Number of people
Yes	56
No	21
N/A	5
Total	82



1.2.1 General

Submitter name	Page	Summary	Staff comments
RICKARD, Rachael	139	<ul style="list-style-type: none"> Believes in unification of speed limits around all schools regardless of urban or rural 	<p>Setting of speed limits around schools are defined by multiple variables, including existing pedestrian and cycle facilities. The new Rule does have 30km/h and 60km/h as the speed limits for schools.</p> <p>Roading Team</p>
EVEREST, Mark	74	<ul style="list-style-type: none"> Believes that speed reductions within very short distances do not actually lead drivers to reduce speed therefore, are not helpful 	<p>The length of road in the school zone is based on best practise guide from Waka Kotahi NZTA.</p> <p>Roading Team</p>
BRENNAN, Jo	45	<ul style="list-style-type: none"> Agrees to lower speed limits especially along main roads 	Acknowledged
BELUGNA, Charles	41	<ul style="list-style-type: none"> Notes that the speed should be lower 	Acknowledged
MCMANUS, Andy	118	<ul style="list-style-type: none"> Submitter proposes 30km/h limit from Allens Road around Allenton School up to Alford Forest Road incorporating the medical centre. Proposes extension of 30/h to entire Allens Road due to high volume of elderly and children in the vicinity Happy to come talk to this if needed 	<p>Acknowledged, the speed limit on Allens Rd could be considered for review following the speed management plan adoption.</p> <p>Roading Team</p>
ASHBURTON CITIZENS ASSOCIATION (FAVEL, Donna)	34	<ul style="list-style-type: none"> Notes that as ACA supports lower speed limits around schools and question why would that not then extend to Preschools, Play Centre, Rest Homes, and Retirement Village? Submitter listed number of Preschools, Play Centres, Rest Home and Retirement Village that will be benefits from lower speed limits by virtue of being located within schools' zones with lower speed limits and a list of same not being benefitted because they do not fall within proposed school zones (Please see details submission for the lists of facilities noted) 	<p>The plan is to implement safer speed limit around schools first where there are more people walking and cycling in the area. Speed limits on the whole network will be considered as part of the 2024-27 Speed Management Plan.</p> <p>The speed limits at schools is in the Interim SMP because we want to deal with those first prior to the 2024 SMP</p>

Submitter name	Page	Summary	Staff comments
			<p>and utilise the funding we have available.</p> <p>Roading Team</p>
PERKINS, G	130	<ul style="list-style-type: none"> • Submitter prefers flashing lights outside schools 	<p>The flashing lights the submitter is referring to might be activated warning signs which are only used to advise drivers of the presence of a school ahead. Drivers are not legally required to reduce their operating speed.</p> <p>If the submitter is referring to electronic variable speed limit signs, they are planned to be at the rural schools only. They are a significant cost that we could not afford at all schools and also having a permanent 30 km/hr speed limit within a 50 km/hr urban speed limit area should not have a significant impact on travel but should make drivers more aware of the school.</p> <p>Roading Team</p>
NORRIE, Lisa	125	<ul style="list-style-type: none"> • Believes that lower limits should be only immediately outside school limits. • Including too many surrounding streets is not necessary 	<p>The school zone is based on where it is most practical for drivers to slow down near a school and covers the part of the journey closest to the school for children on bike and walking.</p> <p>Roading Team</p>

Submitter name	Page	Summary	Staff comments
ANONYMOUS 13	30	<ul style="list-style-type: none"> Agrees with lowering speed limit around schools with appropriate signage for approaching and exiting the school zone Some schools need to have their main gates on roads that are not major busy roads i.e., Walnut Avenue Ashburton intermediate and Ashburton college should be using Grey Street and Belt Road for drop off and pick ups 	Acknowledged, schools have been advised to avoid having their main entrances on busy roads. Roading Team
CANTERBURY/WEST COAST AUTOMOBILE ASSOCIATION DISTRICT COUNCIL (SKEVINGTON, John)	51	<ul style="list-style-type: none"> Agree with the uniform approach to setting school speed limits Believes that there should be a possible provision of off street pick up/drop off points by schools to ensure further safety of students 	Acknowledged, schools have been advised to have internal pick up/drop off area within school ground to provide a safer environment for the students. Roading Team
Support			
DAIRY PLATFORMS CANTERBURY LIMITED (FISHER, Martyn)	62	<ul style="list-style-type: none"> Believes anything to reduce speed where children are involved is a bonus 	Acknowledged
METHVEN PRIMARY SCHOOL (FURNENDORFLER, Sue)	120	<ul style="list-style-type: none"> Believes this will allow drivers to slow for pedestrian crossings and the unpredictability of large groups of students on footpaths and crossing roads near congested school parking areas 	Acknowledged
TAYLOR, Rebecca	151	<ul style="list-style-type: none"> Believes children and their families should be safe when arriving to and from school Notes they have witnessed a lot of near accidents at Mayfield School that could have been prevented from the vehicles travelling slower 	Acknowledged
THOMAS, Karl	156	<ul style="list-style-type: none"> Believes a 40km/hr speed limit would be suitable. Notes that it is done nationwide in Australia 	The new best practise for speed limits around urban schools is 30km/h. This significantly reduces the risk for the road users. Roading Team
BUNGARD, Emma	49	<ul style="list-style-type: none"> Strongly agrees as doesn't want to be hit by cars 	Acknowledged

Submitter name	Page	Summary	Staff comments
CCS DISABILITY ACTION (OBRIEN, Mary)	53	<ul style="list-style-type: none"> Strongly support lower speed limits outside schools as it will create safer environment for children and families This may lead to benefits like increased physical activity like walking, cycling, and scooting to school Safe travel will increase community wellbeing and reduce the community severance experienced by children and caregivers with disabilities 	Acknowledged
GOSAFE HEALTH AND SAFETY LTD (DOWNS, Lisa)	82	<ul style="list-style-type: none"> Strongly supports and comments '<i>absolutely on board</i>' 	Acknowledged
MINISTRY OF EDUCATION (ROGERS, Danielle)	122	<ul style="list-style-type: none"> The Ministry supports the introduction of lower speed limits outside of Ashburton Schools and is supportive of the plan in its current form 	Acknowledged
TE WHATU ORA HEALTH NEW ZEALAND (BARRY, Vince)	153	<ul style="list-style-type: none"> Supports the speed reductions as proposed to promote active transport and improve road-used safety 	Acknowledged
HENRY	86	<ul style="list-style-type: none"> Supports lower speed limits around the avenues, corner of Elizabeth St and Oak Grove due to active use 	Speed limits will be considered for the whole network as part of the 2024-27 SMP. Roading Team
Not in support			
LEBIEIDEVA, Tetiana	104	<ul style="list-style-type: none"> Doesn't think that people generally speed near the schools so lowering the speed limit is addressing an issue that doesn't really exist Believes there are more important issues which require attention in town 	Acknowledged
YEATMAN, Nick	165	<ul style="list-style-type: none"> Notes that Council has not produced any statistical evidence to support a need for such an expensive exercise Believes that there are better solutions than an expectation that all drivers will slow down, it is that speeding is most likely to create an adverse event Suggests that speed limit breakers are the problem, and that introducing a new speed limit for speeders is like a cigar lighter on a push bike 	The schools have raised concern on speed limits outside their schools. The previous Council agreed to reduce the speed limit outside schools. This plan will provide officers the ability to make the change and provide a safer speed on road near schools. Evidence for safe speed could be found in the research report by the

Submitter name	Page	Summary	Staff comments
			<p>International Transport Forum (2018) see here.</p> <p>Roading Team</p>
ANONYMOUS 5	14	<ul style="list-style-type: none"> Believes focus should be on teaching road rules and road safety to children 	<p>The police have a dedicated officer to educate students about road safety and travel plans.</p> <p>Roading Team</p>
ANONYMOUS 3	10	<ul style="list-style-type: none"> Believes that better education and policing is needed Lower speed limit will not be followed by people who speed through now 	<p>Acknowledged, Council continues to provide road safety education to the community. The feedback with enforcement will be forwarded to the police.</p> <p>Roading Team</p>
GARDINER, Murray	78	<ul style="list-style-type: none"> Mentions that the law as it stands is sufficient 	<p>Acknowledged</p>
HAWKES, Murray	84	<ul style="list-style-type: none"> Notes that national speed limits outside schools is 40km/h Reduction to 30km/h is an inappropriate reaction to a problem that does not exist In rural areas motorist passing at 70km/h instead of proposed 30km/h would be committing offense and could lose their licence Council should provide statistics on speed related accidents in school zones before proposing this change 	<p>Note: The national speed limit outside school is not 40km/h.</p> <p>The survival rate of a pedestrian struck by a vehicle at 30km/h is greatly increased compared to 40km/h.</p> <p>Drivers operating a vehicle more than 40km/h over the speed limit can get a licence suspension.</p> <p>The implementation of the safer speeds around school is part of the national road safety strategy “Road to Zero”.</p> <p>While we do not have a history of speed related or any crashes in school zones, we do not want to be reacting</p>

Submitter name	Page	Summary	Staff comments
			after a crash to provide a statistical reduction. Roading Team
HYDE	88	<ul style="list-style-type: none"> Does not support and believes that the current speed limits are fine 	Acknowledged
MCELWAIN, Mac	110	<ul style="list-style-type: none"> Agrees that there is a need to drive slower around kids and schools However, blanket speed reduction will not make roads safer People who speed will not change their behaviour The regulations are already in place, there is a need to apply and police them 	Acknowledged, having the same speed limit arounds school sends a consistent message to the road users. Roading Team
TUCKER, Stephen	159	<ul style="list-style-type: none"> Believes that current speed restrictions regarding stationary school buses should be adequate risk control 	The speed restriction for a stationary school bus only offers a small area requiring other drivers to slow down. It does not provide protection for students walking or cycling to schools. Roading Team
O'CONNOR, Gillian	127	<ul style="list-style-type: none"> Oppose the plan in current format The plan is not supported by statistical analysis indicating that reducing speed will produce desirable consequences Speed reduction must be considered on an individual school basis and not as blanket approach for all schools Believes that road and footpath maintenance could have a positive impact on safety around schools and should be prioritized not speed reductions Where students are walking or riding to the school, burden of responsibility should be on parents not on road users 	Acknowledged. Evidence for safe speed could be found in the research report by the International Transport Forum (2018) see here . Council will continue to provide maintenance to roads and footpath in our network in additional to the speed management. Roading Team

1.2.2 Specific speed limits

Submitter name	Page	Summary	Staff comments
ALLAN, Jack	4	<ul style="list-style-type: none"> Believes the variable limits are far more practical than permanent 30km limit / prefers variable speed limits for different times of day and days of week than the permanent 30km/h 	Variable speed limit could be considered as an alternative to permanent speed limit around schools but generally these are more expensive. Roading Team
ASHBURTON CHRISTIAN SCHOOL (KUIPERS, Tim)	32		
SOMERVILLE, Mark	149		
ANONYMOUS 9	22	<ul style="list-style-type: none"> Supports lower speed limit for the country schools but does not agree to speed limit as low as 30km/h 	International best practice is that 30km/h is the desirable Safe System speed on roads and streets where high numbers of active road users, especially children, are present or desired. A pedestrian struck by a motor vehicle at this speed has a strong chance of surviving and avoiding a serious injury. The probability of a pedestrian being killed rises as impact speed increases. The probability approximately doubles between 30km/h and 40km/h and doubles again from 40km/h to 50km/h. Roading Team
MCFAULL, Grant	114	<ul style="list-style-type: none"> Supports speed limits within reason and not at 30km/h 	Acknowledged
WILKINSON, Paul	161	<ul style="list-style-type: none"> Believes that 50km/h is quite slow 	Acknowledged
EVEREST, Mark	74	<ul style="list-style-type: none"> Believes rural 60km/h should be permanent 	The proposal could be considered. Roading Team
ROBERTSON, David	141	<ul style="list-style-type: none"> Believes that for every rural school such as one on Reed Street Hinds, speed limit should be 30km/h Cars do over 50km/h where buses park 	The proposal could be considered. Roading Team
EDWARDS, Stacey	72	<ul style="list-style-type: none"> Believes all school boundaries should be subject to 40km restrictions 	Current Land Transport Rule requires speed limit outside school to be 30km/h unless it could be justified that there is a low level of students

Submitter name	Page	Summary	Staff comments
			walking/ cycling to schools then a different speed limit could be implemented. Roading Team

1.2.3 During School hours only

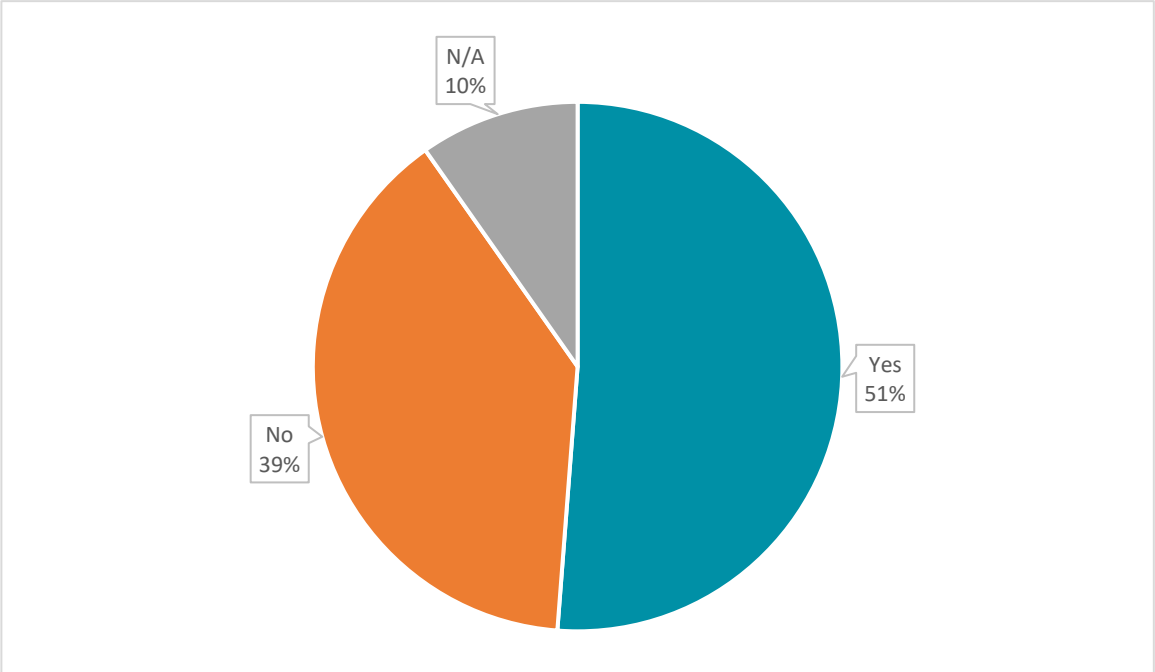
Submitter name	Page	Summary	Staff comments
ANONYMOUS 10	24	<ul style="list-style-type: none"> Believes it should only be during school time and that it is not necessary to lower the speed limit when children are not present (e.g. weekends and holidays) 	Variable speed limit could be considered as an alternative to permanent speed limit around schools. Roading Team
ANONYMOUS 12	28		
ASHBURTON CITIZENS ASSOCIATION (FAVEL, Donna)	34		
CHIVERS, Madelyn	56		
CLARKE, Sam	58		
DAVIDSON REFRIGERATION & ELECTRICAL (DAVIDSON, Brendan)	64		
MCFAULL, Grant	114		
MCKENZIE, James	116		
PERKINS, G	130		
REGENT CINEMA ASHBURTON (FAVEL, David & Donna)	132		
REVELEY, Matt	137		

Submitter name	Page	Summary	Staff comments
WILLIAMS, Taryn	163		
WILKINSON, Paul	161	<ul style="list-style-type: none"> • Temporary reduction during schools hours might be required • Automated signs can alert drivers during school hours 	Acknowledged, activated sign could be considered if there were a speeding issue. Roading Team
CLARKE, Sam	58	<ul style="list-style-type: none"> • Believes the lowers limit is unnecessary for 75% of the week, and that's without allowing for holidays. Notes it would be a different story if schools weren't gated and children were allowed in during the weekends 	Acknowledged
ASHBURTON CITIZENS ASSOCIATION (FAVEL, Donna)	34	<ul style="list-style-type: none"> • Reducing speed limits 8am to 9:30am and then again 2:30pm to 4:00 pm seems more fitting 	Acknowledged

1.3 Urban fringe zones

Based on the question “Do you agree with the principle to introduce speed management for urban fringe zones in the district to respond to future growth?”

Location	Number of people
Yes	42
No	32
N/A	8
Total	82



1.3.1 General

Submitter name	Page	Summary	Staff comments
CLARKE, Sam	58	<ul style="list-style-type: none"> Does not agree regarding SH1. Notes that Ashburton is already dreadfully slow to pass through and notes that not everyone's journey starts or finishes in the Ashburton District Believes that until there is a bypass for HPMV & general traffic that don't intend to stop, limits should remain the same and in the same place 	<p>This speed management plan consultation only applies to local roads. The speed limit on State Highway will not be affected by this consultation. Council does not manage the state highway, the comments will be forward to Waka Kotahi NZTA as the road controlling authority.</p> <p>Roading Team</p>
O'CONNOR, Gillian	127	<ul style="list-style-type: none"> The proposal to have multiple speed zones of 50km/h, 60km/h or 80km/h in addition to 30km/h in some locations is messy and would make it difficult for motorist to comply with frequent changes with a small area 	<p>The speed management plan is to allow Council to implement speed limits more appropriate to the environment whilst providing a safer speed for the road users.</p> <p>There will be multiple repeater signs to advise drivers of the new speed limits.</p> <p>Roading Team</p>
Support			
DAIRY PLATFORMS CANTERBURY LIMITED (FISHER, Martyn)	62	<ul style="list-style-type: none"> Suggests that some speed limits need reducing on urban roads very quickly to stop major accidents 	Acknowledged
TAYLOR, Rebecca	151	<ul style="list-style-type: none"> Submitter lives on a fringe of Mayfield with other houses and a footpath where children walk to school and community members walk next to vehicles and trucks going 100km. Notes that it is scary and believes it is an accident waiting to happen 	<p>Acknowledged, changes to the speed limit on the Mayfield fringe could be considered following the speed management plan adoption.</p> <p>Roading Team</p>
ALLAN, Jack	4	<ul style="list-style-type: none"> Supports sensible reductions Disagrees with extending 50km/h limits 	Acknowledged

Submitter name	Page	Summary	Staff comments
RICKARD, Rachael	139	<ul style="list-style-type: none"> Agrees with the principle to reduce speed 	Acknowledged
BRENNAN, Jo	45	<ul style="list-style-type: none"> Supports introducing speed management due to being much busier and likelihood of accidents 	Acknowledged
BELUGNA, Charles	41	<ul style="list-style-type: none"> Believes to manage speeds 	Acknowledged
MCKENZIE, James	116	<ul style="list-style-type: none"> Supports in speed management in general Suggests speed limits be based on factors like pedestrians, proximity to residential dwellings 	Acknowledged
CCS DISABILITY ACTION (OBRIEN, Mary)	53	<ul style="list-style-type: none"> Supports the proposal Believes that safer and appropriate speeds using Waka Kotahi's Speed management guide will create safe urban environments This in turn will increase community, equity, liveability, and wellbeing in the urban fringe zones 	Acknowledged
MCELWAIN, Mac	110	<ul style="list-style-type: none"> Agrees with the idea in general but do not support speed reduction where it's not needed Stresses that the regulations to slow down traffic are there already, the need is to enforce them rather than bringing new ones 	Acknowledged
ANONYMOUS 13	30	<ul style="list-style-type: none"> Supports only in isolated cases and where appropriate and around rural schools 	Acknowledged
SOMERVILLE, Mark	149	<ul style="list-style-type: none"> Believes that it needs to be accessed according to the density of dwellings to suit the reduction of speed 	Acknowledged
CANTERBURY/WEST COAST AUTOMOBILE ASSOCIATION DISTRICT COUNCIL (SKEVINGTON, John)	51	<ul style="list-style-type: none"> Conveys that their organization fully support continued speed management proposals if they are justified and implemented in conjunction with development/intensification within the district 	Acknowledged
REGENT CINEMA ASHBURTON (FAVEL, David & Donna)	132	<ul style="list-style-type: none"> Supports the plan and request to consider extending 30km/h limit to Outer CBD on the northeast side of Ashburton Ask to that 30km/h to be extended another couple of blocks up to and including Peter Street 	Speed limits will be considered for the whole network as part of the 2024-27 SMP. Roading Team

Submitter name	Page	Summary	Staff comments
ASHBURTON CITIZENS ASSOCIATION (FAVEL, Donna)	34	<ul style="list-style-type: none"> Agrees with the principle and request Council to expand 30km/h to East Side of Ashburton to the outer CBD including Peter Street 	<p>Acknowledged, the 30km/h extension could be considered once there is further development in the area.</p> <p>Roading Team</p>
JOBLIN, Renee	90	<ul style="list-style-type: none"> Especially Rakaia 	Acknowledged
KEEFE, Rere	98	<ul style="list-style-type: none"> Notes that since Milton Rd has been sealed between Wakanui & Beach Road it has become a race track and submitters are able to hear vehicles coming from town and doing a loop and burnouts Suggests it would be nice to walk to town without being concerned with speeding vehicles, and notes that heavy traffic going slower could stop the vehicle bouncing and damaging the roads as well 	<p>Acknowledged, traffic compliance issue will be forwarded to the police.</p> <p>Roading Team</p>
Not in support			
THOMAS, Karl	156	<ul style="list-style-type: none"> Believes this wouldn't be necessary if roads were properly maintained 	<p>The permanent speed limits are not governed by the maintenance of the road however the comment will be forwarded to the road maintenance team.</p> <p>Roading Team</p>
YEATMAN, Nick	165	<ul style="list-style-type: none"> Questions what the crash and injury rates are for these locations in the last 20 years? 	<p>There is not a crash history at school but we do not want to wait until there are deaths and serious injuries before making changes. Also lower speeds at and approaching schools may lead to more walking and cycling if parents consider it is safer to do so.</p> <p>Roading Team</p>
ANONYMOUS 12	28	<ul style="list-style-type: none"> Believes that restrictions are unnecessary until there is an actual development / argues to apply speed limit once urban development is undertaken – not in case it might Believes that there is no need to reduce speed until future growth has reached a critical level / there is no need to do anything until future growth happens and becomes an issue 	<p>Acknowledged, this speed management plan allows Council to change the speed limits in an appropriate timeframe with urban development.</p>
DAVIDSON, George	66		
EVERST, Mark	74		

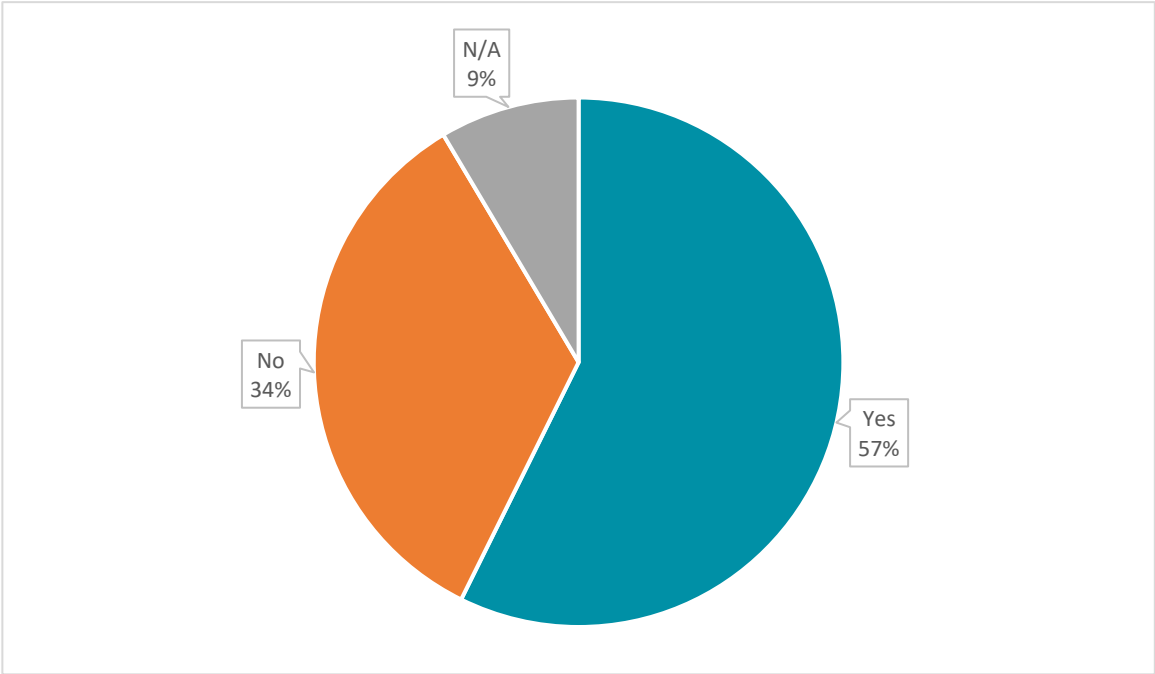
Submitter name	Page	Summary	Staff comments
REVELEY, Matt	137	<ul style="list-style-type: none"> Believes that changes to speed limits can easily be implemented as the growth happened over time 	Council would like to be proactive in road safety and implement change before it has reached critical level. Roading Team
TUCKER, Stephen	159	<ul style="list-style-type: none"> For example, on Beach Road, speed limit has been lowered far beyond what's necessary for the area at present 	
WILKINSON, Paul	161		
ANONYMOUS 5	14	<ul style="list-style-type: none"> It is unnecessary to change speed limit / believes that the current limits are sufficient 	Acknowledged
GARDINER, Murray	78		
HAWKES, Murray	84		
HYDE	88		
NORRIE, Lisa	125		
ANONYMOUS 10	24	<ul style="list-style-type: none"> Submitter believes that its already slow enough 	Acknowledged
ANONYMOUS 3	10	<ul style="list-style-type: none"> Submitter believes that speedsters will speed, it will only hinder who already obey the rules Policing of parents doing pick up/drop off and college students needs to be targeted 	Acknowledged, traffic compliance issues will be forwarded to the police. Roading Team
ROWLANDS, Dave	143	<ul style="list-style-type: none"> Lives on Glasswork Rd where speed limit is reduced from 70km/h to 50km/h Believes that current speed limit is excessively low because of few pedestrians and all houses located far from the road 	The speed limit in the area was reduced for the industrial activity and cycling connectivity. Roading Team
ANONYMOUS 9	22	<ul style="list-style-type: none"> Does not support speed management Believes that vehicles tend to slow down anyway due to high traffic volumes 	Acknowledged
HAWKES, Murray	84	<ul style="list-style-type: none"> At most there should be a short 70km/h zone between the rural area with no high density of access and fully urban area High speed limits should be allowed where roads are sufficiently wide, and visibility is adequate The 70km/h zone in Tinwald on SH1 should be extended to reduce congestion 	The use of 70km/h permanent speed limit is to be phased out national wide. Feedback on speed limits for the State Highway will be forwarded to Waka Kotahi.

Submitter name	Page	Summary	Staff comments
		<ul style="list-style-type: none"> • Council should provide data on speed related accidents in areas where changes are proposed 	<i>Roading Team</i>
MCFAULL, Grant	114	<ul style="list-style-type: none"> • Believes that speed limits should be within reason • Lower speed limits when not required are ignored by the majority 	Acknowledged

1.4 Developed urban areas

Based on the question “Do you agree with the principle to enable speed management for developed urban areas with a high number of active users?”

Location	Number of people
Yes	47
No	28
N/A	7
Total	82



1.4.1 General

Submitter name	Page	Summary	Staff comments
CLARKE, Sam	58	<ul style="list-style-type: none"> Notes that these may or may not be applicable outside of business hours. Believes more consideration should be given 	Acknowledged
DAVIDSON REFRIGERATION & ELECTRICAL (DAVIDSON, Brendan)	64	<ul style="list-style-type: none"> Questions if the Council has jurisdiction over SH1 and if a reduced speed limit can be extended on SH1 north beyond the golf course for example? 	<p>Council does not have jurisdiction over State highways.</p> <p>Roading Team</p>
MCELWAIN, Mac	110	<ul style="list-style-type: none"> Enforce regulations and catch those who break rules, before lumbering everyone with new restrictions 	Acknowledged
O'CONNOR, Gillian	127	<ul style="list-style-type: none"> The consultation document is not clear how high number of active users would be defined Believe that good road design, including provision for active transport provides greater safety rather than reducing speeds 	<p>The technical specification can be found in the Pedestrian planning and design guide from Waka Kotahi NZTA.</p> <p>Design of new roads in urban areas in particular is generally to align with a lower speed limit (narrower carriageway, crossing points, raised safety platforms, etc.)</p> <p>Roading Team</p>
Support			
EDWARDS, Stacey	72	<ul style="list-style-type: none"> Submitter notes that they are located approx. 600m from a 60km to 100km transition. Notes that cars accelerate with aggression and see the 100km as a target, taking no consideration for residents. Notes there have been two serious accidents in the area in the last 6 months Believes that the speed transition should be moved to ensure the safety of residents in these kinds of areas Notes that the speed change that was implemented only considered the increased traffic for urban residents and not the rural residents 	<p>Acknowledged, adopting the urban fringe proposed in the ISMP will allow Council to more quickly respond with a lower speed if appropriate.</p> <p>Roading Team</p>
BRENNAN, Jo	45	<ul style="list-style-type: none"> Agrees and concerned about Methven's fast development, tourist in winter and new Opuke pools 	Acknowledged

Submitter name	Page	Summary	Staff comments
ROWLANDS, Dave	143	<ul style="list-style-type: none"> Supports speed management in active users areas only and not for low users areas 	Acknowledged
ANONYMOUS 9	22	<ul style="list-style-type: none"> Supports speed management in general but not as low as to 30km/h 	Acknowledged
MCKENZIE, James	116	<ul style="list-style-type: none"> Supports the reducing speeds Refers to highway between Racecourse Road (Methven) and Opuke Pools as an example of active use with increased traffic and volume of pedestrians 	Acknowledged, Waka Kotahi NZTA is the road controlling authority for state highway and has A reduction is included in the state highway ISMP. Roading Team
NORRIE, Lisa	125	<ul style="list-style-type: none"> Believes that the whole town can be considered as having high number of active users at any given day and time 	Acknowledged
CCS DISABILITY ACTION (OBRIEN, Mary)	53	<ul style="list-style-type: none"> Recommend that speed limits should not exceed 40km/h Notes that reduced speeds will increase the safety therefore attractiveness of developed areas This in turn will increase community participation, connectiveness and increased local spending 	Acknowledged
SHAW, Kate	147	<ul style="list-style-type: none"> Submitter notes that it's surprising how fast cars travel East Street ignoring pedestrians crossing and people trying to park Believes that the situation can lead to a fatal accident 	Acknowledged
CANTERBURY/WEST COAST AUTOMOBILE ASSOCIATION DISTRICT COUNCIL (SKEVINGTON, John)	51	<ul style="list-style-type: none"> Support justified changes but not blanket changes without suitable evidence that changes will impact safety of road users 	Acknowledged
ASHBURTON CITIZENS ASSOCIATION (FAVEL, Donna)	34	<ul style="list-style-type: none"> Agrees with the principle of enabling speed management for developed urban areas with active users 	Acknowledged
Not in support			
DAVIDSON, George	66	<ul style="list-style-type: none"> Believes this wouldn't be necessary if roads were properly built and maintained / focus needs to be on road maintenance and not on the speed Believes that roads are unsafe due to the condition they are in not due to speed limits 	The permanent speed limits are not governed by the maintenance of the road however the comments will be forwarded to the road maintenance team.
JOSEPH, Richard	92		
REVELEY, Matt	137		

Submitter name	Page	Summary	Staff comments
THOMAS, Karl	156	<ul style="list-style-type: none"> The amount of potholes in the road is unacceptable and more funding needs to go towards road maintenance 	Roading Team
REVELEY, Matt	137	<ul style="list-style-type: none"> No need to change speed limits unless there is supporting information on increase in incidents 	Acknowledged, Council would like to be proactive in road safety and implement change before there is an increase in incidents. Roading Team
YEATMAN, Nick	165	<ul style="list-style-type: none"> Questions if adequate police enforcement is available? Submitter believes that they could guarantee that policy have not been consulted to ensure adequate enforcement is available 	Council does not dictate the level of enforcement available for the district. However, Council have been working with the police on the road safety in the district. Roading Team
ALLAN, Jack	4	<ul style="list-style-type: none"> Disagrees with 40km/h in urban areas, believes they are already over used Believes impractical limits can be counter productive 	Acknowledged
ANONYMOUS 5	14	<ul style="list-style-type: none"> Disagrees Believes active users can work together and there is not congestion and population to warrant changes in speed limits 	Acknowledged
ANONYMOUS 3	10	<ul style="list-style-type: none"> Stresses on effective policing instead of speed limits 	Acknowledged
PERKINS, G	130	<ul style="list-style-type: none"> Disagrees but notes that it is going to be done anyway, if required 	Acknowledged
GARDINER, Murray	78	<ul style="list-style-type: none"> Does not support speed management Believes that it would slow down traffic and raise cost for road users 	Acknowledged, the traffic operating speed will be reduced and the social cost for crashes will significantly be reduced. Roading Team
WILKINSON, Paul	161	<ul style="list-style-type: none"> Believes that current speed levels are fine except for special events The level of active use may be sporadic but a reduction in speed will be 24/7 	Acknowledged
HYDE	88	<ul style="list-style-type: none"> Believes that the current speed limits are fine if drive to the conditions Shares that he never had an issue driving to the conditions since 1979 	Acknowledged, the reduction in speed limit is for the safety of the active users.

Submitter name	Page	Summary	Staff comments
			Roading Team
ANONYMOUS 10	24	<ul style="list-style-type: none"> Believes that its already slow enough to get through town 	Acknowledged
ANONYMOUS 12	28	<ul style="list-style-type: none"> Believes that ADC has created conflict into CBD by making the streets too narrow Now cars attempting to park hold up traffic and create difficult situation for cyclists Streets were not dangerous before Council made them that way 	Acknowledged
MCFAULL, Grant	114	<ul style="list-style-type: none"> Comments that speed management for developed urban areas with high active users' needs clarification 	<p>More information on high active user network planning could be found in Waka Kotahi website. Under Pedestrian & Cycling network guidance.</p> <p>Roading Team</p>
SOMERVILLE, Mark	149	<ul style="list-style-type: none"> Believes that when 50km/h was introduced cars were basic compared to what people drive now Modern cars stop quicker than old cars People crossing the road or cycling need to take responsibility for themselves and Acknowledged they are on a roadway built for cars 	<p>Acknowledged, back when 50km/h was introduced cars were struggling to reach the speed limit.</p> <p>Modern cars can easily reach speeds that are unsafe for pedestrians.</p> <p>Roads have previously been built to be more friendly towards cars than people. Steps should be taken to allow all road users to be safe on the road.</p> <p>Roading Team</p>
TUCKER, Stephen	159	<ul style="list-style-type: none"> Disagrees with the proposal and other measures such as lights & pedestrian crossings should be used to control traffic flow 	Acknowledged

1.5 Other comments

1.5.1 General

Submitter name	Page	Summary	Staff comments
TAYLOR, Rebecca	151	<ul style="list-style-type: none"> Thanks the Council for being proactive on this issue 	Acknowledged
YEATMAN, Nick	165	<ul style="list-style-type: none"> Believes Council appears to be virtue signalling to appease fear of an event, rather than identifying a genuine need for the proposal Believes proper barriered or stop light controlled crossings, or underpasses for children in school zones would better serve the community 	<p>The speed management plan allows Council the ability to install safe and appropriate speed limits on roads more proactively.</p> <p>In addition to the changing the speed limit, the plan will also support other road safety infrastructure.</p> <p>Roading Team</p>
ALLAN, Jack	4	<ul style="list-style-type: none"> Agrees that speed limits should be understood and supported to be effective More emphasis and funding should be placed on more practical and tangible safety issues 	Acknowledged
RICKARD, Rachael	139	<ul style="list-style-type: none"> Suggests two stage reduction from 100km/h to 60km/h to 30km/h in rural zones to enable drivers reducing speeds Stresses that child must not be at higher risk due to attending school in a rural zone 	<p>Acknowledged, staff will consider the proposal.</p> <p>Roading Team</p>
PERKINS, G	130	<ul style="list-style-type: none"> Notes the problem with many speed limits, mentions that most of the time is spent on looking at speedo meter instead of roads 	<p>The speed management plan aims to provide a consistent speed limit for roads dependent of the level of service required.</p> <p>Roading Team</p>
ASHBURTON COLLEGE (KELLAND, Charlie)	39	<ul style="list-style-type: none"> College's H&S committee has identified lack of controlled or formal road crossing as an issue Former pool site provided as off-street parking area will be unavailable due to the commencement of rebuild programme The problem of students crossing the adjacent roadways will be exacerbated now as the students return to parking their vehicles on roadways 	<p>The speed management plan is proposing to reduce the operating speed of vehicles outside the school to provide a safer environment for the students.</p> <p>Roading Team</p>

Submitter name	Page	Summary	Staff comments
		<ul style="list-style-type: none"> The busiest area in this regard is Walnut Ave due to significant traffic use Concern is also expressed about amount to student exiting via Creek Road, crossing the road in and around buses Medium plan is to locate all bus services within college campus. However, this is still 2-3 years away from reality Submitter wishes to raise this matter with Council 	
TUCKER, Richard	158	<ul style="list-style-type: none"> Believes that the current limit 50km/h is too fast specially during school holidays when children are visiting grandparents and playing 	Acknowledged
ROBERTSON, David	141	<ul style="list-style-type: none"> Demands 30km/h speed limit outside rural schools 	Acknowledged
NORRIE, Lisa	125	<ul style="list-style-type: none"> Believes the proposal should be pinned down and money should be spent on pedestrian crossings on strategic places Slowing traffic to 30km/h around half of the town will only build up traffic at peak times 	Acknowledged
CCS DISABILITY ACTION (OBRIEN, Mary)	53	<ul style="list-style-type: none"> Submission presents statistics that show that proposed speed management plan is much needed (Please see complete submission for details) 	Acknowledged
MCFARLANE, David	112	<ul style="list-style-type: none"> Submitter agrees with proposed draft for schools but not for other areas Believes that the reasoning is poor and will cause inconvenience for a bulk of road users for a negligible benefit 	Acknowledged
HAWKES, Murray	84	<ul style="list-style-type: none"> Believes that 30km/h limit in the central area has no effect ADC should provide data on accident/incident before and after speed reduction to demonstrate that some public benefit has occurred The 10km/h zoned areas are a constant source of amusement 	<p>Acknowledged, the benefits of speed reduction could be found in the research report by the international transport forum (2018) speed and crash risk.</p> <p>Roading Team</p>
ANONYMOUS 12	28	<ul style="list-style-type: none"> Believes that council should promote drivers education instead of penalising drivers and forcing everyone to go slow 	<p>Acknowledged, Council continues to provide road safety education to the community.</p> <p>Roading Team</p>
MCFAULL, Grant	114	<ul style="list-style-type: none"> Submitter spoke a couple of years ago against 30km/h and the Council agreed, at that time 40km/h was instituted 	Acknowledged, the speed management plan aims to provide a

Submitter name	Page	Summary	Staff comments
		<ul style="list-style-type: none"> • Believes that 40 km/h was a sensible decision and would be acceptable for some areas on map and only be applicable right outside the schools • A permanent 30km/h or 40km/h is not required and would be ignored by the majority • Believes that Council saw common sense at the last review, and it is required now • Council must look is there actually a problem? • Believes that disrupted traffic flows with inconsistent speeds can create more problems than it solves 	<p>consistent speed limit for roads dependent of the level of service required.</p> <p>Roading Team</p>
REGISTER, Michael	135	<ul style="list-style-type: none"> • Submitter asks to stop slowing people down • Asks if there is a town planner and what are their traffic management plans for keeping people moving? • Notes that Ashburton is rural town and not a big city, there is no public transport, so people have to drive 	<p>Acknowledged, the reduction in speed limit is to provide a safer environment for the road user. Travel time will not be greatly impacted by the speed management plan.</p> <p>Roading Team</p>
SOMERVILLE, Mark	149	<ul style="list-style-type: none"> • Thinks that NZTA is going down a wrong path considering speed reduction ends all problems • Zero road deaths will never happen • Right to drive to and from school could be revoked for breaking rules back when submitter used to go to school, believes that this should happened now • More education and accountability would keep everyone safe 	<p>Acknowledged, submitter should consider providing feedback to Waka Kotahi NZTA in regard to their road safety strategy.</p> <p>Roading Team</p>
CANTERBURY/WEST COAST AUTOMOBILE ASSOCIATION DISTRICT COUNCIL (SKEVINGTON, John)	51	<ul style="list-style-type: none"> • Hopes that Council proposed changes will be well documented with evidence to show justification for change • Council will not introduce blanket changes directed by the Central Government 	<p>Acknowledged, changes to the speed limit will be approved by Council and reviewed by the Agency.</p> <p>Roading Team</p>
O'CONNOR, Gillian	127	<ul style="list-style-type: none"> • Believes that after refurbishment and with 30km/h limit CBD has not become safer • The roads are narrower and it's no longer safe to cycle there • Shared sections of footpaths for cyclists and pedestrians are dangerous for both 	<p>Acknowledged</p>

Submitter name	Page	Summary	Staff comments
Specific roads / areas			
DAVIDSON REFRIGERATION & ELECTRICAL (DAVIDSON, Brendan)	64	<ul style="list-style-type: none"> • Would like to see a giveaway sign on the corner of Glassworks Road and Bridge Street. Notes it can be a confusing intersection and that a giveaway sign on the eastern corner of Glassworks Road when entering Bridge Street would slow traffic and make it safer 	<p>Acknowledged, intersection improvements could be made separate to the speed management plan.</p> <p>Roading Team</p>
ROWLANDS, Dave	143	<ul style="list-style-type: none"> • Low limit i.e., 50km/h should be applied based on factors like houses close to roads, poor visibility, high pedestrians count and accident history • On roads like Glassworks, Brenner's, Seafield and Bridge St north where houses are away from the road and few pedestrians, speed should be higher to 60 or 70km/h 	<p>Acknowledged</p>
ANONYMOUS 6	16	<ul style="list-style-type: none"> • Requests 40km/h to be considered between the north end of Ashburton Bridge and the intersection on West Street due to large traffic movement and converging traffic at the South Street intersection • Submitter noticed in Australia that they had 40km/h maximum speed on the approach and exit of the roundabouts on main highways which could be worth considering 	<p>Acknowledged, Waka Kotahi NZTA as the road controlling authority for State Highway will be informed of the submitter's feedback.</p> <p>Roading Team</p>
ANONYMOUS 7	18	<ul style="list-style-type: none"> • Submitted lives on Company Road where current speed limit is 70km/h and believes that some users usually go as high as 90km/h • Share personal experience when a car crashed into his/her fence and landed where their kids play • Notes that speed limit on Company Road should be dropped to 50km/h as well as in other areas where needed 	<p>Acknowledged, the speed limits on Company Rd could be considered for review following the speed management plan adoption.</p> <p>Roading Team</p>
GOSAFE HEALTH AND SAFETY LTD (DOWNS, Lisa)	82	<ul style="list-style-type: none"> • Appreciates lower speed limits • Submitter expresses extreme concern that the other side of Tinwald School on Graham Street is not included • Submitter explains that school's side on Graham Street usually has heavy trucks and vehicles driving at exceptional speed and sometimes drivers using their phones • This makes pedestrian walkways and sidewalks high hazard areas • Children also walk around the block as part of their physical education 	<p>Acknowledged, the speed management plan provides a brief overview of the school zoning. The implementation has not been finalised and could be reviewed further.</p> <p>Roading Team</p>

Submitter name	Page	Summary	Staff comments
		<ul style="list-style-type: none"> The situation needs to be addressed before a serious event happens A speed bump or something to help slow these people needs to be considered 	
PERKINS, Alistair	128	<ul style="list-style-type: none"> Submitter identifies two areas to be actioned. On SH1, northern approach to town, speed to be reduced from 100km/h to 70 km/h up to the northern end of the Racecourse and then further reduced to 50km/h On Seafield Road, East of the Ashburton Aerodrome, place 100km/h sign further East on Seafield Road to give better clearance to vehicles turning onto Seafield road from eastern entrance of the aerodrome 	<p>Acknowledged, feedback on State Highways will be forwarded to Waka Kotahi NZTA as the road controlling authority. Speed limit on Seafield Rd could be reviewed following the Speed Management Plan adoption.</p> <p>Roading Team</p>
ANONYMOUS 13	30	<ul style="list-style-type: none"> Believes that 60km/h on a rural road like Beach Road East is entirely inappropriate For a rural road 80km/h would be more appropriate 30km/h on part of Moore Street is inappropriate and should be returned to 50km/h Council should consider putting red light jumping cameras on traffic lights at Moore Street & West Street intersection as the submitter have witnessed red light jumpers on this intersection 	<p>Acknowledged, submitter's comment could be considered.</p> <p>Feedback on the safety camera will be forwarded to Waka Kotahi NZTA.</p> <p>Roading Team</p>
ASHBURTON SENIORS CENTRE (MYERS, Maurice)	40	<ul style="list-style-type: none"> Ashburton Seniors Centre Trust requests Council to extend the 30km/h CBD speed zone to include Cameron, Victoria, and Wills Streets 	<p>Acknowledged, the 30km/h extension could be considered once there is further development in the area.</p> <p>Roading Team</p>
REGENT CINEMA ASHBURTON (FAVEL, David & Donna)	132	<ul style="list-style-type: none"> Following the request to extend 30km/h to Peter Street, submitter request the Council to review parking limits in the proposed extended 30km/h, prior to the opening of new Council Building Submitter notes a list of places which would experience high foot and vehicle traffic with planned development on the horizon (Kindly see full submission for list of places) 	<p>Acknowledged, changes to the parking restriction will be reviewed separately by the Environmental Monitoring Team.</p> <p>Roading Team</p>
ASHBURTON CITIZENS ASSOCIATION (FAVEL, Donna)	34	<p>East Side Ashburton</p> <ul style="list-style-type: none"> Submitter mentions that East Side of Ashburton would receive least level of service in case the speed management plan is rolled out as per the consultation 	<p>Acknowledged, the extension of 30km/h zone to other facilities could be considered in the next speed management plan.</p>

Submitter name	Page	Summary	Staff comments
		<ul style="list-style-type: none"> • Submitter elaborates that's no East Ashburton Preschool or Rest Home will have 30km/h outside their premises • Ashburton Christian School is only schools in urban area without footpaths • East Ashburton has the highest elderly housing that could be benefitted from 30km/h limit <p>Kiss and Ride Zones</p> <ul style="list-style-type: none"> • Submitter suggests Council to consider facilitating 'Kiss and Ride Zones' (See submission for description), in short, they are similar to the concept of 'Drive Through' • Notes that Kiss and Ride Zones are already in use in the Selwyn District <p>Pedestrian Crossings</p> <ul style="list-style-type: none"> • Submitter also raises Specific School Issues regarding pedestrian crossings (See Submission for List of Schools), listed schools do not have pedestrian crossings or just have one which is not enough • Submitter asks if Ashburton District Council have a policy on when Pedestrian Crossings are installed and what type of crossings? <p>Variable Speed Limit Signage</p> <ul style="list-style-type: none"> • Submitter asks if variable speed limit signage could these be used instead? • 	<p>Comments outside of the speed management plan will be considered separately.</p> <p>Roading Team</p>
LONGBEACH SCHOOL BOARD OF TRUSTEES (WOOD, Richard)	167	<ul style="list-style-type: none"> • Believes that being a school in rural setting Long Beach School witnesses' truck, trailer, tractor, or range of vehicles movement during peak school hours with students and caregivers around • The proposed 60km/h does nothing to support the safety of our community and we urge you to reconsider a 30km/h in line with other schools • Submitter encourage Council to seek innovative measures to support enforcement of new speed limits such as rumble strips additional signage or similar 	<p>Acknowledged, the 30km/h speed limit could be considered for all schools.</p> <p>The difficulty will be to get compliance from drivers to slow down from 100km/h to 30km/h with minimal structures to inform them to slow down.</p> <p>Roading Team</p>
Road maintenance / conditions			
ANONYMOUS 2	8	<ul style="list-style-type: none"> • Submitter suggests trying better road maintenance and then always lowering the speed limit 	<p>The permanent speed limits are not governed by the maintenance of the</p>

Submitter name	Page	Summary	Staff comments
			road however the comment will be forwarded to the road maintenance team. Roading Team
THOMAS, Karl	156	<ul style="list-style-type: none"> Suggests fixing the roads. Believes the lowering of speed limits is a band-aid fix because of poorly maintained roads 	The permanent speed limits are not governed by the maintenance of the road however the comment will be forwarded to the road maintenance team. Roading Team
EDWARDS, Stacey	72	<ul style="list-style-type: none"> Believes speed needs to be reduced in areas where the road quality is extremely poor e.g. Milton Rd between Smithfield and Wakanui Rds. Believes that pot holes in the centre of the road are an absolute hazard 	Comment will be forwarded to the road maintenance team to consider temporary traffic management on the locations. Roading Team
ANONYMOUS 5	14	<ul style="list-style-type: none"> Believes this is a waste of money and funds should be used for road maintenance 	Acknowledged
REVELEY, Matt	137	<ul style="list-style-type: none"> Believe there is no need to change speed limits Money should be spent on fixing road as poor road conditions are making roads unsafe not the speed limits 	Acknowledged
ANONYMOUS 10	24	<ul style="list-style-type: none"> Believes that instead of slowing everyone down, make the roads suitable for modern use 	Constructing roads for modern use will also slow traffic down with the help of traffic calming infrastructure. Roading Team
BOB	43	<ul style="list-style-type: none"> Believes that changing speed limits won't help because of extremely dangerous conditions of the roads 	The permanent speed limits are not governed by the maintenance condition of the road however the comment will be forwarded to the road maintenance team. Roading Team
DAVIDSON, George	66	<ul style="list-style-type: none"> Believes that people naturally slow down due to poor road conditions 	Acknowledged

Submitter name	Page	Summary	Staff comments
		<ul style="list-style-type: none"> • If the road are improved accidents will reduce • 30km/h around CBD was welcomed however, moving forward reduction of speed limits aside from school zones is not needed 	
HAWKES, Murray	84	<ul style="list-style-type: none"> • 30km/h limit in said area is only justified to extend the life of poorly designed paved roads 	<p>The speed management plan is to provide a safer speed for the road user. It is not to extend the life of the road pavement but it could be a positive side effect.</p> <p>Roading Team</p>
Policing			
ANONYMOUS 3	10	<ul style="list-style-type: none"> • Emphasis that money should be used on ensuring rules are followed instead of introducing more rules 	<p>Council does not provide funding to the police to enforce the road rules.</p> <p>Roading Team</p>
EASON, Ed	70	<ul style="list-style-type: none"> • Believes Council needs to enter in better policing plan with police • Restrictions are not followed because current policing for speed is extinct • Questions why current speed 30km/h in the town centre is not being policed? 	<p>Council does not dictate the level of enforcement available for the district. However, Council have been working with the police on the road safety in the district.</p> <p>Roading Team</p>
MCELWAIN, Mac	110	<ul style="list-style-type: none"> • Maintains that we all want safe roads but do not agree with blanket new restrictions is the answers • Police the regulations and slow down few who make things difficult for many 	Acknowledged