

District speed limit review – Summary of feedback

To support hearings and deliberations 22 June 2020

Table of contents

1. Summary of feedback received	1	2.3. Lake Hood.....	21
2. Key topics.....	1	2.4. Ashburton Lakes.....	24
2.1. Ashburton	2	2.5. Lauriston.....	28
2.1.1. Central Business District	2	2.6. Maronan Road bridge.....	29
2.1.2. Ashburton east.....	3	2.7. Mayfield	30
2.1.2.1. Braebrook subdivision	7	2.8. Methven	32
2.1.3. Ashburton Business Estate.....	9	2.9. Mt Somers	37
2.1.4. Fairton.....	9	2.10. Rakaia	41
2.1.5. Ashburton west.....	10	2.11. Feedback on the speed limit proposal as a whole.....	42
2.1.5.1. Lochlea subdivision	11	2.12. Other areas suggested for inclusion in the speed limit review including schools.....	45
2.1.5.2. Urban fringe	14	2.13. Other feedback.....	48
2.2. Tinwald	16		

1. Summary of feedback received

- 202 submissions received on time, 1 submission received late.

2. Key topics

Submissions have been coded into themes as shown in the table below and comments are listed in the subsequent pages.

Theme	Total number of comments	Theme	Total number of comments
Ashburton	3	Lauriston	5
<i>Central Busines District</i>	4	Maronan Road bridge	5
<i>Ashburton east</i>	37	Mayfield	7
<i>Braebrook subdivision</i>	13	Methven	38
<i>Ashburton Business Estate</i>	1	Mt Somers	59
<i>Fairton</i>	4	Rakaia	6
<i>Ashburton west</i>	5	Feedback on the proposal as a whole	19
<i>Lochlea subdivision</i>	22	Other areas suggested for inclusion in the review	1
<i>Ashburton urban fringe</i>	23	<i>Schools</i>	34
Tinwald	40	Other feedback	12
Lake Hood	25		
Ashburton Lakes	42		

2.1. Ashburton

Submitter name	Page number	Summary	Staff comments
Bond, Kate	38	Agrees with the proposed speed limit changes from 100 km/h to 60 km/h for the roads leading into urban areas of Ashburton. <ul style="list-style-type: none">• Often smaller lifestyle blocks.• 100 km/h roads cause difficulties entering and exiting driveways.• There are children in these areas who cannot use the roads independently due to the road speed.	Acknowledged.
New Zealand Transport Agency	186	Supports the 50 km/h and 60 km/h proposals for the arterial and collector classification entrances into the urban Ashburton areas.	Acknowledged.
Skevington, John	221	Opposes all 30 km/h speed limits, rather suggests 40 km/h. 30 km/h is unnecessarily slow, hinders traffic flow, based on flawed information, and is unenforceable. The main feeder roads to the subdivisions are of considerable length and width, thus supporting 40 km/h. The narrower exiting streets are 'self-explaining roads' where traffic will travel slower.	Acknowledged, staff consider that the alternative solution would be to reduce the speed limit to 40km/h to get more significant community support.

2.1.1. Central Business District

Submitter name	Page number	Summary	Staff comments
Hydes, Denise	120	Opposes the speed limit changes in the CBD.	Acknowledged, staff recommend Baring Square West also be reduced to 30km/h as the new Civic/Library building being built will increase foot traffic and align with the rest of the speed limit in CBD.
New Zealand Transport Agency	186	Supports the proposed 30 km/h areas in the CBD areas as this aligns with Fig 1.4 in the Speed Management Guide for where there is high place function and concentration of active road users.	Acknowledged.

Other requests			
Kelly, Grahame	129	Requests a speed limit of 40 km/h along West Street from Tancred Street West to the Ashburton River Bridge. There are many intersections along the road and the current speed makes it difficult for less confident drivers to turn onto West Street.	Acknowledged, will refer to NZTA.
Wright, Joan	255	Requests SH77 heading west from West Street is reviewed. Submitter believes there should be better access to Mitre 10, New World and Harvey Norman etc, and notes the area is dangerous.	Acknowledged, will refer to NZTA.

2.1.2. Ashburton east

Submitter name	Page number	Summary	Staff comments
General comments			
Dey, Melanie	69	Supports the proposed changes for east Ashburton.	Acknowledged.
Bremners Road / Bridge Street / Glassworks Road / Taits Road area – Proposed reduction from 70 km/h to 50 km/h			
Anonymous 6	13	Supports the proposed speed limit change for the Bridge Street / Glassworks Road intersection. There is little visibility when turning right (east) onto Glassworks Road from Bridge Street.	Acknowledged.
Findlay, Bevan	83	Opposes the 50 km/h proposals for the Bridge Street, Taits Road and Glassworks Road area as the proposed speed is too slow for the environment and they are straight roads with few accesses or road frontage. Suggests 60 km/h would be more appropriate.	Acknowledged, staff agree the alternative solution would be to reduce the speed limit to 60km/h to get more significant community support.
Kelland, John Power, Gerard Register, Michael	128 201 206	<p>Submitters oppose the proposed speed limit for Taits Road for the following reasons:</p> <ul style="list-style-type: none"> • Current speed limit of 70 km/h is adequate. • The area is not highly populated – with no increase in traffic over the past 10 years. • There has been no accidents on the road. 	Acknowledged, staff propose the alternative solution will be to reduce the speed limit to 60km/h to get more significant community support. The current 70km/h is not deemed to be safe and appropriate under the new Land

Submitter name	Page number	Summary	Staff comments
		<ul style="list-style-type: none">Has adequate visibility to support the current speed limit.	Transport Rule, unless it could be properly justified and agreed with NZTA.
New Zealand Transport Agency	186	Supports the proposed speed limit for Bremners Road. Opposed to the 50 km/h limit for Northpark Road, Taits Road and the 30 km/h limit for Gordons Road as they are all classified access and the nationally consistent (Setting of Speed Limits Rule 2017 clause 1.3(a)) speed limit for these roads according to Table 2.1 in the Speed Management Guide is 40 km/h.	Acknowledged, staff agree the alternative solution would be to reduce the speed limit to 60km/h to get more significant community support and 40km/h for Gordons Rd and Malcolm McDowell Avenue.
Other roading requests			
Anonymous 6	13	Requests the Bridge Street / Glassworks Road intersection is realigned as there is no visibility when turning right (east) into Glassworks Road from Bridge Street.	Acknowledged, staff will review the alignment of the road.
Hampton, Emma	107	Suggests Bridge Street / Glassworks Road intersection could be improved with a give way sign.	Acknowledged, staff will consider the suggestion.
Smithfield Road – proposed reduction from 70 to 60 km/h			
Ashburton Christian School	134	Submitters oppose the proposed speed limit for Smithfield Road for the following reasons:	Acknowledged, staff maintain the speed limit should reduce to 60km/h for a consistent speed limit in the area and it is not recommended to have a higher speed limit for side roads than adjacent connecting roads.
Christie, Angela & Shane	58	<ul style="list-style-type: none">The roads aren’t busy enough.The road is very straight.	
Hydes, Denise	120	<ul style="list-style-type: none">The verge is wide so there is little danger.70 km/h is sufficient.	
Cullimore, Heather	67	Supports the change for Smithfield Road from 70 to 60 km/h to improve safety.	Acknowledged.
Dey, Melanie	69		
Saunders, David	215		
Milton Road South			
Saunders, David	215	Submitter has concerns with the proposed section of Milton Road reducing to 60 km/h between Seafield and Smithfield roads. There would be three different	Acknowledged, staff note there would only be 60km/h & 100km/h change in speed

Submitter name	Page number	Summary	Staff comments
		speed zones within a few hundred metres, which could cause confusion. A safer option would be for all of Milton Road to be 80 km/h, and for a white centre line to be painted on the road to define lane separation.	limits within a few hundred meters of Milton Road South.
Murdochs Road –proposed reduction from 100 to 60 km/h; Morris Road – proposed reduction from 70 to 60 km/h			
Harvey, Susan	109	Opposed to the proposed speed limit of 60 km/h around Murdochs Road and Morris Road.	Acknowledged.
Kenny, Sally	130	Supports the speed limit reduction along Morris Road due to 100 km/h being too fast as many children and people walk along the road.	Acknowledged.
Company Road – proposed reduction to 60 km/h from 100 and 70 km/h			
Harvey, Susan	109	Submitters oppose the proposed speed limit on Company Road.	Acknowledged.
Hydes, Denise	120		
Mulligan, Lal	179		
Naughton, Leith	182	Supports the proposed speed limit on Company Road as there are children everywhere and a slight reduction of speed isn't going to hinder anyone.	Acknowledged.
New Zealand Transport Agency	186	Notes the extent of the speed limit change for Company Road is not clear off the maps provided, the suggested speed is 60 km/h, so Council needs to ensure clause 3.3(3) of the Setting of Speed Limits Rule (speed limit changes need to be at a clear change of environment) is complied with when setting a 60/100 change point.	Acknowledged, staff note that the threshold for Company Rd would be North of Ashford Ave to accommodate both entrances to the bike trail.
Seafield Road – proposed reduction from 70 to 60 km/h			
Hydes, Denise	120	Opposes the proposed speed restrictions on Seafield Road as it is unnecessary, and is a rural area so should remain at 70 km/h.	Acknowledged, staff note that the new standard for speed limits is 60km/h or 80km/h.
Mulligan, Lal	179		
Ward, Neville	242		

Submitter name	Page number	Summary	Staff comments
<i>Other requests</i>			
Lindsay, Peter	143	Requests Tuarangi Road is included in the speed limit review and reduced to 30 km/h. The road is narrow, particularly the Bridge Street end when cars are parked there. The reserve is also popular with children.	Acknowledged, staff note if there is further development around Tuarangi Road they will consider a lower speed limit in the next speed limit review.
Wakanui Road – proposed to reduce from 70 to 60 km/h; Albert Street – proposed to reduce from 70 to 50 km/h			
Ashburton Christian School	134	Submitters support the proposed speed limit of 50 km/h on Albert Street to improve safety for children attending school.	Acknowledged.
Holland, Ross	112		
McCloy, Jo & James	160	Submitters support the proposed speed limit of 60 km/h on Wakanui Road as there has been increased residential housing, and many cars are currently driving past faster than 100 km/h.	Acknowledged.
<i>Other requests</i>			
Ashburton Christian School	34	Requests the 50 km/h zone on Albert Street is extended through to Wakanui Road, even if it was only during the morning and afternoon on school days, as it would be a significant safety improvement for students.	Acknowledged, staff will consider proposing variable speed limit review near the school area, further Government changes may have an effect on speed limits around schools.
Beach Road East – proposed to decrease from 100 km/h to 60 km/h			
Bond, Jon	37	Submitters support the proposed speed limit for Beach Road East for the following reasons: <ul style="list-style-type: none"> • Walking to the mailbox can be daunting due to the speed of the oncoming traffic. • With the rezoning of lifestyle blocks, there will be more entrances and associated traffic on an already busy road. • Traffic often exceeds the speed limit currently. 	Acknowledged.
Patterson, Adrienne	195		
Prouting, Don & Helen	202		
The Harpenden Trust	234		

Submitter name	Page number	Summary	Staff comments
		<ul style="list-style-type: none"> There are many large truck and trailers and agricultural vehicles using the road. With the recycling and waste collection vehicles now operating on the road safety becomes a greater issue. 	
Bond, Jon	37	Requests the speed limit on Beach Road East is reduced down to 70 km/h from Trevors Road to the new end of the Rural D zone.	Acknowledged, the proposed 60km/h speed limit will end at the edge of the current Residential D zone on Beach Road East
<i>Other requests</i>			
Hampton, Emma	107	Requests a lower speed limit is considered for streets such as Bird Street, Tancred Street, Eton Street, Davis Crescent, Lane Street, Osbourne Grove and Windsor Street due to how narrow the streets are and difficulty navigating parked cars.	Acknowledged, a lower speed limit on through roads would require surrounding roads to have a lower speed limit for a consistent approach.

2.1.2.1. Braebrook subdivision

Submitter name	Page number	Summary	Staff comments
Braebrook subdivision – <i>proposed to reduce from 50 to 30 km/h</i>			
Ashburton Youth Council	19	Submitters support the proposed speed limit for the following reasons.	Acknowledged.
Barnett, Diane & Lindsay	26	<ul style="list-style-type: none"> There is a preschool in the area. There is only two access points to the area. 	
Bishop, David	35	<ul style="list-style-type: none"> There is a lot of traffic. 	
Bishop, Karen	36	<ul style="list-style-type: none"> Many children use the playground. 	
Campbell, Leonie	50	<ul style="list-style-type: none"> The streets are narrow and curved. 	
Gallagher, Hayley	88	<ul style="list-style-type: none"> The bridge over the street by the pond also creates visibility issues. 	
Karst, Ivan	126	<ul style="list-style-type: none"> Traffic volumes have increased. 	

Submitter name	Page number	Summary	Staff comments
Tasker, Erin	78	<ul style="list-style-type: none"> Lack of visibility and speed of vehicles makes pulling out of Ben Elder Place concerning. 	
AA Canterbury / West Coast District Council	115	<p>Opposes the proposed speed limit in the subdivision as:</p> <ul style="list-style-type: none"> no crash data has been recorded and seems to be a solution to a problem that doesn't exist majority of drivers believe 30 km/h to be too slow. <p>Suggests 40 km/h is a better solution, noting if people do not see speed limits as credible, they will not comply with them which is not a good outcome for road safety.</p>	Acknowledged, staff consider that the alternative solution would be to reduce the speed limit to 40km/h to get more significant community support.
Cameron, Viv Kelland, John	48 128	<p>Submitters are opposed to the proposed speed limit for the following reasons.</p> <ul style="list-style-type: none"> All residential areas should be 50 km/h to avoid confusion. There is not a lot of traffic in the area other than residents. The roads are fine with good visibility Nothing has changed significantly since the speed limits were first set. 	Acknowledged, staff are proposing to reduce the speed limit as it is an enclosed environment that provides a safe area for its community and promotes active transport.
New Zealand Transport Agency	186	Opposes the proposed speed limit for the Braebrook area. Notes table 2.1 in the Speed Management Guide indicates the nationally consistent (Setting of Speed Limits Rule 2017 clause 1.3(a)) speed limit for residential neighbourhood access roads is 40 km/h.	Acknowledged, staff consider that the alternative solution would be to reduce the speed limit to 40km/h to get more significant community support.
<i>Other roading requests</i>			
Bishop, Karen	36	Visibility is poor when exiting Ben Elder Place and suggests speed bumps may help with maintaining the speed limit.	Acknowledged, staff do not recommend speed bumps in residential areas because it would cause noise pollution in the area.

2.1.3. Ashburton Business Estate

Submitter name	Page number	Summary	Staff comments
JB Cullen Drive – <i>proposed to reduce from 100 to 50 km/h</i>			
Cullimore, Heather	67	Agrees with the proposed speed limit change on JB Cullen Drive to 50 km/h.	Acknowledged.

2.1.4. Fairton

Submitter name	Page number	Summary	Staff comments
Fairfield Road West – <i>proposed to reduce from 100 km/h to 60 km/h</i>			
New Zealand Transport Agency	186	Supports the proposed speed limit for Fairfield Road West.	Acknowledged.
Hampton, Emma Pole, Steve Rattray, Jo	107 199 205	<p>Submitters oppose the proposed speed limit change for Fairfield Road West for the following reasons.</p> <ul style="list-style-type: none"> • The current 50 km/h zone is sufficient. • The area is lowly populated. • The area has good visibility with no obscure driveways. • The road is straight. • There has never been an accident. <p>One submitter (Pole) suggests if a speed reduction is required, then 80 km/h would make more sense, with a subsequent drop to 50 km/h on the western side of the railway to allow appropriate time to slow down for the school.</p>	Acknowledged, the proposed speed limit for this section of Fairfield Road is reduced to meet the new requirement in the Land Transport Rule. The short length of road between Fairton and State highway 1 does not meet the minimum requirement for 80km/h speed limit. There was a crash on Fairfield Road West in 2017.

2.1.5. Ashburton west

Submitter name	Page number	Summary	Staff comments
<i>Other requests</i>			
Anonymous 7	14	Requests the speed limit is lowered on Creek Road outside the shopping centre / Bake House. Cars travel quickly down the road and there is often people crossing.	Acknowledged, Creek Rd is considered a through road therefore reducing the speed limit will affect other roads in the area. Traffic calming solution would be considered to slow down the traffic.
Nye, Caroline	185	Requests a reduced speed limit along Oak Grove between the tennis club and Elizabeth Street due to the number of parked cars on both sides of the street and the number of pregnant women and toddlers crossing the road. Also notes boy racers and trucks travelling above the speed limit creating a lot of noise for the families in the Maternity Centre.	Acknowledged, Oak Grove is a high traffic volume through road. It is unlikely to gain public support for reducing the speed limit on a main road. For drivers travelling above the speed limit, it will require additional enforcement on the road.
Welch, Bruce	245	Requests Pages Road is included in the speed limit review, and suggests 40 km/h would be a safer speed. Reasons provided include: <ul style="list-style-type: none"> The bend in the road is very tight and narrow and cars parked on either side make the corner very dangerous. There has been a recent car accident on the road due to speed – 50 km/h being too fast. There are many young children and elderly residents in the area.	Acknowledged, staff agree that Pages Road should have a lower speed limit along with other surrounding side streets. If there is sufficient support from the local residents, a lower speed limit could be included into the next speed limit review.
Elliott, Geoffrey	76	Requests the speed limit on Pages Road is reduced. Three accidents have occurred recently – due to the speed of the cars, tightness of the corner, and the narrow street.	As above
<i>Other roading requests</i>			
Ashburton Youth Council	19	Requests a formal pedestrian crossing in front of Ashburton College and the Domain.	Acknowledged, staff will consider the suggestion.

2.1.5.1. Lochlea subdivision

Submitter name	Page number	Summary	Staff comments
Lochlea subdivision - <i>Proposed to reduce from 50 to 30 km/h</i>			
Campbell, Leonie Gough, Barry & Su Kingsbury, Errol & Lillias Leadley, Ken Palmer, Murray Ross, Emma Ross, Henry	21 95 132 141 191 210 211	Submitters support the proposed speed limits for Lochlea subdivision, including Hanrahan Street and Charlesworth Drive, for the following reasons: <ul style="list-style-type: none"> • Some of the roads are very narrow, often with cars parked on both sides. • Hanrahan has no centre line. • People at Radius Millstream are frequently crossing with walking frames and electric carts. • Young children are in the area. • Traffic volumes have increased. • A lot of cars use the area as a shortcut. 	Acknowledged.
Kingsbury, Errol & Lillias Leadley, Ken	132 141	Requests the 30 km/h zone is extended along Hanrahan Street to the intersection with Belt Road. It has more traffic than it was designed for, has a significant bend in it, as well as the intersection with Davidson Street.	Acknowledged, the entrance to Lochlea subdivision on Hanrahan St west of Davidson St is proposed to have a traffic island to give a better indication of the change in speed zone.
Leath, Roydon Rushton, Marg	142 213	Supports the proposed speed limit on Hanrahan Street. <ul style="list-style-type: none"> • There have been several close calls due to high speed. • Some cars travel well over 50 km/h. • The current vehicle speed is dangerous with children and the Lochlea rest home nearby. • Backing out of driveways is dangerous. • There is no footpath or street frontage for the submitters house so difficult for traffic to see when exiting home. • There is a high mix of elderly and young in the area. 	Acknowledged.
AA Canterbury / West Coast District Council	115	Opposes the proposed speed limit in the subdivision as:	Acknowledged, staff maintain that 30km/h is the appropriate speed limit for Lochlea subdivision because of the hospital and

Submitter name	Page number	Summary	Staff comments
		<ul style="list-style-type: none"> no crash data has been recorded and seems to be a solution to a problem that doesn't exist. majority of drivers believe 30 km/h to be too slow. <p>Suggests 40 km/h is a better solution, noting if people do not see speed limits as credible, they will not comply with them which is not a good outcome for road safety.</p>	retirement village in the area however the alternative solution would be to reduce the speed limit to 40km/h to get more significant community support.
Anonymous 5 Gordon, Sam	12 93	<p>Opposed to the proposed speed limit for Charlesworth Drive.</p> <ul style="list-style-type: none"> It should be treated like a standard residential street. Notes they have witnessed people driving at 20 km/h and over the centre line, which is much more dangerous than someone driving 50 km/h. There is only a couple of people who speed, so a speed reduction won't help. <p>One submitter (Gordon) suggests speed bumps may be more effective.</p>	<p>Acknowledged, staff are proposing to reduce the speed limit in an enclosed environment to provide a safe area for the community and to promote active transport.</p> <p>Staff do not recommend speed bumps in residential areas because it would cause noise pollution in the area.</p>
Beardsley, Jacqui Beardsley, Russell	27 29	<p>Opposed to the proposed speed limits for Charlesworth Drive and surrounding streets (with the exception of Hanrahan Street as it is narrow). Notes that Charlesworth Drive is a wide street with very little traffic, it has some curves so most drivers drive slower anyway.</p>	<p>Acknowledged, staff maintain that 30km/h is the appropriate speed limit for Lochlea subdivision because of the hospital and retirement village in the area however the alternative solution would be to reduce the speed limit to 40km/h to get more significant community support</p>
Burton, Cameron Cameron, Viv	47 48	<p>Opposes the proposed speed limits in the Lochlea subdivision as:</p> <ul style="list-style-type: none"> the streets are wide with large footpaths and low traffic in the area, therefore no need for speed reduction other than the elderly the Lochlea rest homes have their own speed limits and if the elderly decide to drive outside of those restrictions, then it should be 50 km/h like the rest of the town all areas should be 50 km/h to avoid confusion. 	<p>Acknowledged, staff maintain that 30km/h is the appropriate speed limit for Lochlea subdivision because of the hospital and retirement village in the area, however, the alternative solution would be to reduce the speed limit to 40km/h to get more significant community support.</p>

Submitter name	Page number	Summary	Staff comments
Cullimore, Craig	66	Opposed to the proposed speed limit for Charlesworth Drive and Douglas Drive as it is too slow - 40 km/h would be more suitable. Notes that many people already drive at 30 km/h or slower, so if the speed limit drops then some people will start doing 25 km/h.	As above.
New Zealand Transport Agency	186	Opposed to the proposed speed limit for the Lochlea area. Submitter notes table 2.1 in the Speed Management Guide indicates the nationally consistent (Setting of Speed Limits Rule 2017 clause 1.3(a)) speed limit for residential neighbourhood access roads is 40 km/h.	As above.
Other roading requests			
Kingsbury, Errol & Lillias	132	<p>Submitters believe that safety would be much improved if there was a centre line painted on Hanrahan Street.</p> <p>Suggest no parking yellow lines should be installed on the bend adjacent to and east of the Lochlea entrance to their apartment complex as vehicles parked on this bend intrude into the roadway, causing drivers to go wider and into the face of on-coming traffic.</p> <p>Suggest stop signs should be erected on the entrance/exits for the Lochlea Village on Charlesworth Drive and Hanrahan Street.</p>	Acknowledged, staff will consider the suggestions.
Young, Cynthia	260	Requests the footpath on Charlesworth Drive is increased to make it safer for bikers and walkers.	Acknowledged, staff note that a reduction in speed limit will allow cyclists to use the road instead of sharing it with pedestrians on the footpath.

2.1.5.2. Urban fringe

Submitter name	Page number	Summary	Staff comments
General comments			
Campbell, Leonie	50	Supports all proposed speed limits for Ashburton urban fringes as the traffic volumes have increased and there is a need for more care and concern around pedestrians.	Acknowledged.
Farm Road – proposed to reduce from 70 to 60 km/h			
Hurrell, Gary	119	Requests that Farm Road be reduced to 50 km/h as speeding is a major problem with harvest machinery, HT vehicles and private motor vehicles. Also notes there are lots of children crossing the road to use Argyle park.	Acknowledged, staff agree if there is further development around Farm Road they will consider a lower speed limit in the next speed limit review.
Allens Road – proposed to reduce from 70 to 50 km/h			
Sparrow, Lorraine	228	Supports the proposed speed limit reduction for Allens Road as the area is becoming more residential and drivers are well in excess of the speed limit.	Acknowledged.
Racecourse Road – proposed to reduce from 70, to 60 km/h when driving from the west on approach to Farm Road, and reducing to 50 km/h on approach to Allens Road			
Anonymous 5	12	Submitters support the proposed changes to the speed limits on Racecourse Road for the following reasons. <ul style="list-style-type: none"> • There is increased residential housing and subdivisions in the area. • There is a high level of traffic, with many travelling in excess of the speed limit. • Submitter feels unsafe accessing their property due to the speed of vehicles on the road. • There are no footpaths or cycle lanes making it dangerous for young families. 	Acknowledged.
Gordon, Sam	93		
Lawry, Phil	139		
Tait, Fiona & Hamish	233		
Thorpe, Jo	235		
Young, Cynthia	260		
Cameron, Viv	48	Submitters support the proposed speed limit on Racecourse Road, but believe the 60 km/h section from Allens Road to Farm Road should also be 50 km/h as vehicles travel at excessive speeds along Racecourse Road.	Acknowledged, staff agree if there is further development around Racecourse
Hadley, Janet	104		

Submitter name	Page number	Summary	Staff comments
			Road they will consider a lower speed limit in the next speed limit review.
Palmer, Murray	191	<p>Opposed to the proposed speed limits along Racecourse Road as:</p> <ul style="list-style-type: none"> all of the intersections are T intersections there are only houses on one side of the road there are no schools in the area. <p>Submitter believes the speed limit should be 80 km/h from the racecourse to Allens Road, and then 100 km/h from Allens Road.</p>	Acknowledged, staff disagree with this proposal to increase the speed limit due to the increase in residential developments on Racecourse Road it would not be a safe speed to travel in an urban area.
Power, Gerard	201	Submitter believes the proposed new 50 km/h zone could be 60 km/h without incidents.	Acknowledged , the 50km/h speed limit on Racecourse Rd was proposed due to the increase in development on the road. Staff believe 60km/h would not be safe and appropriate on this section of road.
Hydes, Denise Register, Michael	120 206	Submitters are opposed to the proposed speed limit restrictions along Racecourse Road.	Acknowledged.
Anonymous 5	12	Believes that the 100 km/h section of Racecourse Road should be considered to be changed to a 70 or 80 km/h zone, as the road isn't in a good enough condition for people to safely travel at 100 km/h.	Acknowledged, staff are aware of the condition of the road, and it is due for a rehabilitation.
Thorpe, Jo	235	Suggests Racecourse Road from Farm Road past Trott's garden should be 80km/h. A lot of traffic goes in and out of Trott's gardens and vehicles on this part of the road drive dangerously fast. Boy racers are also an issue on this part of the road, with a high likelihood of an accident occurring.	Acknowledged, staff agree if there is further development around Racecourse Road, staff will consider a lower speed limit in the next speed limit review.
<i>Other requests</i>			
McEwan, Donece & Ray	162	Submitters request the speed limit on Methven Highway from Ashburton town boundary until 229/230 just past Racecourse Road is reduced to 70 / 80 km/h.	Acknowledged, will refer to NZTA.
Moore, Ian & Sharon	171	Reasons provided include:	

Submitter name	Page number	Summary	Staff comments
Williams, Peter	248	<ul style="list-style-type: none">There is an open water race running along the highway making it difficult to pull over and allow traffic to pass so you can turn safely into driveways.Other submitters commented that to turn into driveways they must sit in the middle of the road as they cannot see approaching traffic, but cars behind them cannot see them.Due to the speed of traffic and the bends in the road, getting in / out of your drive on this stretch of road is dangerous.Exiting Ashburton is a problem with cars overtaking where they can't see.There have been many near misses with the bends in the road.There is a large number of trucks using the road and 100 km/h is too fast with the number of children biking to school. <p>Also noted is that there are two speed restricted corners marked when leaving Ashburton, but no signs on these corners when going into town.</p>	
Willamson, Carol & Donald	249		
Wright, Christine & Peter	258		
Other roading requests			
Brown, Carol	42	Suggests that when travelling towards SH1 on Racecourse Road, the sign indicating a lower speed should be on the west side of the bend, as they often miss it.	Acknowledged, staff will install the speed limit sign on both sides of the road once Council have agreed on the new speed limit.

2.2. Tinwald

Submitter name	Page number	Summary	Staff comments
Campbell, Leonie	50	Supports all proposed speed limits for Tinwald as the traffic volumes have increased and there is a need for more care and concern around schools and pedestrians.	Acknowledged.

Submitter name	Page number	Summary	Staff comments
Hollands Road – <i>proposed to decrease from 100 to 50 km/h</i>			
Cameron, Viv Lawrence, Paula Lynch, John Woodham, Peter	48 138 147 252	Submitters support the proposed speed limit for Hollands Road as there are a lot of lifestyle blocks in the area, and entering/exiting properties is difficult due to the speed vehicles currently travel around the bend.	Acknowledged.
Corah, Bruce	61	Hollands Road should have a maximum speed limit of 60 km/h due to the current amount of traffic that break the speed limit on Nixon Street (which intersects both Tarbottons Road and Hollands Road) and the likelihood of a serious accident occurring.	Acknowledged, staff agree Hollands Rd should have a lower speed limit. The safe and appropriate speed limit for the rest of the road should be 80km/h.
Lynch, John	147	Requests a speed limit of 50 km/h from Tarbottons Road to 66 Hollands Road, and then 70 km/h for the rest of the road.	As above.
Tarbottons Road – <i>proposed to decrease from 70 to 50 km/h</i>			
Corah, Bruce	61	Tarbottons Road should have a maximum speed limit of 60 km/h due to the current amount of traffic that break the speed limit on Nixon Street (which intersects both Tarbottons Road and Hollands Road) and the likelihood of a serious accident occurring.	Acknowledged, staff took into consideration that there has been an increase in residential developments on Tarbottons Rd. It would be best to set an urban speed limit for the road.
Crispin, Sarah	64	Opposes the proposed speed limit for Tarbottons Road as there is little traffic to warrant change. The road is long and straight with all areas clearly visible - making it safe for runners.	As above.
Oaklea subdivision & Cawton Grove – <i>proposed to decrease from 50 to 30 km/h</i>			
AA Canterbury / West Coast District Council	115	Disagrees with the proposed 30 km/h speed limits in the subdivisions. <ul style="list-style-type: none"> No crash data has been recorded, and therefore there is no problem to solve. Majority of drivers believe 30 km/h is too slow. 	Acknowledged, staff consider the alternative solution would be to reduce the speed limit to 40km/h to get more significant community support.

Submitter name	Page number	Summary	Staff comments
		Suggests 40 km/h is a better solution with NZTA also recommending this. If people do not see speed limits as credible, they will not comply with them which is not a good outcome for road safety.	
Anderson, Gerardine & Stephen	6	Supports the proposed speed limits of 30 km/h for Cawton Grove and Oaklea subdivisions as there is substantial traffic and a Day Care being built.	Acknowledged.
Carters Terrace – <i>proposed to decrease from 70 to 60 km/h</i>			
Cavill, Jeanette Cross, Stuart	56 65	<p>Supports the proposed speed limit for Carters Terrace, however, suggest 50 km/h would be more appropriate.</p> <ul style="list-style-type: none"> • Vehicles travelling at high speeds are a concern for pedestrians, cyclists, and residents from Terrace View Village (a rest home). • There is no footpath. • The road is very narrow - only just wide enough to allow two vehicles. 	Acknowledged.
Wilkins Road – <i>proposed to decrease from 70 to 60 km/h</i>			
Pinion, Francis Young, Kaye Young, Rhys	198 264 266	<p>Support the proposed speed limit for Wilkins Road.</p> <ul style="list-style-type: none"> • The road has no footpaths or centrelines. • The road is used by many pedestrians and cyclists. • Further subdivisions are about to be released, resulting in more traffic. • The road is treated by vehicles as an open road and travel much too fast for the area. 	Acknowledged.
Cavill, Jeanette	56	Supports the proposed speed limit for Wilkins Road, however, suggests 50 km/h would be more appropriate.	Acknowledged.
Soal, Louis	226	Supports the proposal, but requests the 60 km/h zone is extended to Grove Farm Road.	Acknowledged, staff will consider the extension of the 60km/h in the next speed limit review when there is further development in the area.

Submitter name	Page number	Summary	Staff comments
<i>Other requests</i>			
Pinion, Francis	198	Requests the speed limit from SH1 to Grove Street is reduced to 40 km/h as trucks and cars speed down Wilkins Road in both directions, and trucks bounce down the road with trailers on the back and the noise reverberates through houses.	Acknowledged, staff agree that reduction in speed limit will be beneficial to the community but it would require the whole east Tinwald speed limit to reduce to 40km/h to produce a consistent approach.
Young, Kaye Young, Rhys	264 266	Suggest the speed sign should be placed in a more prominent position on Wilkins Road.	Acknowledged, Staff will review the location of the speed sign to increase its visibility.
Johnstone Street – proposed to decrease from 100 to 60 km/h			
Green, Toni	102	Supports the proposed speed limit on Johnstone Street.	Acknowledged.
Clarke, John	59	Supports the proposed speed limit for Johnstone Street, however, would prefer a reduction to 50 km/h. There are lots of pedestrians, as well as children walking to school, and the road users drive fast.	Acknowledged, the 60km/h speed limit is to differentiate urban and rural Johnstone Street.
Grahams Road – proposed to decrease from 100 to 60 km/h			
Cosgrove, Aimee Grahams Road Residents (Joyce Cain, Aidan & Grant Elvines, Letitia Elvines, Zena Keen, Bridget Kok, Natalie Lash, Christopher Shore, Sandra Shore, Danielle Simpson, Benjamin Stoddart, Heather Stoddart,	62 96	<p>Submitters support the proposed 60 km/h speed limit on Grahams Road, and request that the 60 km/h zone is extended to 241 Grahams Road – or at a minimum, an 80 km/h zone is introduced in this area.</p> <p>Reasons provided by submitters included:</p> <ul style="list-style-type: none"> • There have been many near misses when residents exit their drive with other cars coming too fast around the corner. • There are lots of houses in the area. • Vehicles toot at them when entering/leaving their property. • The road is busy with traffic to Lake Hood. <p>Alternative suggestions for extending the reduced speed limit zone were:</p>	Acknowledged, staff does not recommend the submitters' multi stage speed limit on Graham Road because it will be inconsistent with the rest of the road network and cause confusions for road users.

Submitter name	Page number	Summary	Staff comments
Jacqueline Wear) Jones, Fay & Chris Kermode, Alison Louis, Soal	124 133 226	<ul style="list-style-type: none"> • 60 km/h extended to Gartartan Road (Jones) • 60 km/h extended to Grove Farm Road (Louis). • 60 to 80 km/h after 241 Grahams Road, then 100 km/h once the open road is reached (Kok). 	
Cosgrove, Aimee	62	Requests a speed limit of 70 km/h all the way to the lake on Grahams Road due to the speed vehicles travel and the number of cyclists using the cycle path.	Acknowledged, staff do not recommend changing speed limits on long rural roads with connecting roads for this speed limit consultation.
Melcombe Street – proposed to decrease from 70 to 50 km/h			
Lyttle, Heath	149	Supports the proposed speed limit for Melcombe Street as they often watch trucks pull out of the yards, and because they are big, heavy and start off slow, cars travelling at 70 km/h or more have near misses every day.	Acknowledged.
Maronan Road – proposed to decrease from 100 / 70 to 50 km/h			
Campbell, Leonie	50	Supports proposed speed limit for Maronan Road as the traffic volumes have increased and there is a need for more care and concern around pedestrians.	Acknowledged.
Bennett, John Harkness, Kevin Vintage Car Club of New Zealand	33 108 241	<p>Submitters support the proposed speed limit on Maronan Road, however, request it is extended, with two submitters (Harkness and Vintage Car Club of NZ) suggesting up to Thews Road.</p> <p>This will increase safety, due to the number of public facilities in the area, and would give vehicles time to slow down to the new speed before they arrive.</p>	Acknowledged, staff will consider extending the speed limit once there is further development in the area or district zone change.
Best, Brendan	34	Opposed to the proposed speed limit of 50 km/h for Maronan Road as it should be 60 km/h and extended up to Thews Road due to the amount of traffic and large trucks that use the road. Extending the speed limit area will make the road safer for local residents, the domain, camping ground and VCC users.	Acknowledged, the proposed 50km/h speed limit is to provide a safer environment for the road user around the area. Staff will consider extending the speed limit once there is further

Submitter name	Page number	Summary	Staff comments
			development in the area or district zone change.
<i>Other requests</i>			
Cox, Tina Doug Maw, Rachel	63 70 159	Requests the 50 km/h speed limit on the main road in Tinwald should be extended out to the Maronan Road intersection (or old sale yards (Cox)). Reasons provided include: <ul style="list-style-type: none"> • When you increase your speed from 50 km/h to 70 km/h just before turning into Catherine Street, drivers behind you get frustrated as you aren't going fast enough. • At least 8-10 non-injury accidents over the past 16 years of owning a business in the area were noted. 	Acknowledged, will refer to NZTA.
Wright, Joan	255	Notes with the traffic lights due to be built on SH1, consideration will need to be given to upgrading access from Grahams Road via McMurdo Street and Agnes Street as traffic from Lake Hood is growing in volume.	Acknowledged.
Soal, Louis	226	Requests the speed limit on Grove Farm Road is reduced to 60 km/h.	Acknowledged, staff will consider 60km/h when there is further development in the area.

2.3. Lake Hood

Submitter name	Page number	Summary	Staff comments
General comments			
Bellew, Mitchell Campbell, Leonie McKay, Janice	31 50 165	Supports all proposed speed limits in the Lake Hood area as traffic volumes have increased and there is a need for more care and concern around pedestrians.	Acknowledged.

Submitter name	Page number	Summary	Staff comments
Cameron, Viv	48	Submitter is opposed to the proposed speed restrictions of 30 km/h at Lake Hood as all residential areas should be 50 km/h to avoid confusion.	Acknowledged, staff consider the alternative solution would be to reduce the speed limit to 40km/h to get more significant community support.
Lake Hood Drive / Stranges Road – <i>proposed to increase from 70 to 80 km/h</i>			
Anonymous 9 Cameron, Viv George, Nick George, Peter Hampton, Emma Kilgour, Catherine Lindsay, Peter Moore, Ian Pearce, Jane & Richard Skevington, John Soshnikov, Yuriy	16 48 89 90 107 131 143 173 196 221 268	<p>Opposed to the proposed speed limit on Lake Hood Drive as they believe an increase should not occur for the following reasons:</p> <ul style="list-style-type: none"> • The road has a number of curves with several side road exits. • Families cross this road to use the cycle track to get to the playground. • The Drive is used by many pedestrians, including unattended children. • Most people currently enter Lake Hood above the speed limit, increasing the speed limit may encourage even faster speeds. • Increasing the speed limit will not save any time. • The road passes through a semi urban area. • The goal of the speed limit review is to increase safety, increasing the speed limit is counterintuitive. • Accidents have already happened, increasing the speed limit will increase the frequency. • The Drive is on a school bus route. <p>Three submitters propose an alternative speed limit of 50 km/h (George P, Pearce J, Pearce R), and three others propose 60 km/h as more appropriate (Lindsay, NZTA, Skevington).</p>	Acknowledged, staff consider the alternative solution would be to reduce the speed limit to 60km/h to get more significant community support.
Lamb, Jayne	135	Supports the proposed speed limit of 80 km/h along Lake Hood Drive as the road is wide and safe enough to do so.	Acknowledged.
Kilgour, Catherine Soshnikov, Yuriy	131 268	<p>Opposed to the proposed increase in speed limit on Stranges Road:</p> <ul style="list-style-type: none"> • requires making a sharp turn across traffic when heading to the coast • intersection is dangerous due to local farmers moving stock regularly 	Acknowledged, staff consider the alternative solution would be to reduce the speed limit to 60km/h to get more significant community support.

Submitter name	Page number	Summary	Staff comments
		<ul style="list-style-type: none"> will likely increase the risk of accidents. 	
Lake Hood residential area			
Griffiths, Amie	103	Supports the proposed speed limits in the Lake Hood area, however believes that if some areas are 50 km/h and others 30 km/h then it will create confusion. Therefore, submitter believes that the entire suburban area of Lake Hood should be 30 km/h.	Acknowledged, staff consider the alternative solution would be to reduce the speed limit to 40km/h to get more significant community support.
Lamb, Jayne	135	Opposed to the speed reduction to 30 km/h along Torbay Avenue and surrounding streets as they are wide streets and obstacles are easy to see.	As above.
New Zealand Transport Agency	186	Submitter is opposed to the 30 km/h proposals for the more densely populated areas in the subdivision. Submitter notes table 2.1 in the Speed Management Guide indicates the nationally consistent (Setting of Speed Limits Rule 2017 clause 1.3(a)) speed limit for residential neighbourhood access roads is 40 km/h.	As above.
<i>Huntingdon Avenue – proposed to decrease from 100 to 50 km/h</i>			
Anonymous 9	16	Opposes the speed limit reduction for Huntingdon Avenue. Suggests the current 100 km/h is reduced to 70 or 80 km/h to the point where the new sub division is being built, where it would then change to the urban limit.	Acknowledged, staff maintain that 50km/h is the appropriate speed limit for Huntingdon Ave because of the upcoming residential development. This section of Huntingdon Ave does not meet the minimum required length for 80km/h in the Land Transport Rules.
Kilgour, Catherine	131	Believes that Huntingdon Avenue doesn't have enough existing exits/entry points to justify 50 km/h.	Acknowledged, staff maintain that 50km/h is the appropriate speed limit for Huntingdon Ave because there is upcoming residential development, however, the alternative solution would be to reduce the speed limit to 60km/h to get more significant community support.

Submitter name	Page number	Summary	Staff comments
Lamb, Jayne	135	Supports the proposal to extend the speed limit of 50 km/h from Huntingdon Avenue to Stranges Road.	Acknowledged.
New Zealand Transport Agency	186	Opposed to the proposed speed limit for Huntingdon Avenue as 50 km/h is not a rural speed, rather 60 km/h is recommended.	Acknowledged, staff maintain that 50km/h is the appropriate speed limit for Huntingdon Ave because there is upcoming residential development however the alternative solution would be to reduce the speed limit to 60km/h to get more significant community support.

2.4. Ashburton Lakes

Submitter name	Page number	Summary	Staff comments
General comments			
Easton, Ronald Martin, Debs	73 154	Supports the proposed speed limit changes. <ul style="list-style-type: none"> • A good balance between the current speed limit and what is safe for tourists. • There have been many minor accidents, such as people spinning off the road and loss of traction – due to unfamiliarity with gravel roads. • People are frequently biking / walking near the road. 	Acknowledged.
Double Hill Run Road, Ensors Road, Hakatere Heron Road, Hakatere Potts Road – <i>proposed to decrease from 100 to 80 km/h</i>			
Anonymous 8	15	Does not believe reducing the speed limit on Hakatere Heron Road will achieve greater safety as it is not possible to drive at 100 km/h anyway.	Acknowledged, staff strive to set a speed limit where it is safe and appropriate. As noted by the submitter, drivers are not able to drive 100km/h on the road,

Submitter name	Page number	Summary	Staff comments
			therefore it is appropriate to set a lower speed limit on unsealed rural roads.
Allan, Ngaire Anderson, Grant Bruorton, Adair Clearwater Hutholders Committee Gibson, Bruce Panzetta, Bernadette Paton, Paula Porter, Anne & Ian	2 4 44 60 92 193 194 200	Supports the proposed speed reductions for Ashburton Lakes from 100 km/h to 80 km/h along Double Hill Run Road, Ensors Road, Hakatere Heron Road and Hakatere Potts Road.	Acknowledged.
Pearson, Colin	197	Supports the proposed speed limits of 80 km/h on both Hakatere Heron and Hakatere Potts roads. For experienced local drivers, 80 km/h is safe, and also sensible for the occasional tourist driver.	Acknowledged.
Ensor, Prue	77	Supports the proposed speed limit for Double Hill Run Road as they see a lot of drivers who need to slow down. There has been an increase in tourists driving and vehicles in general travelling on the road, so a slower speed would be beneficial. Also notes those biking and walking would feel safer on the road with a lowered limit.	Acknowledged.
Bellew, Mitchell	31	Disagrees with the proposed speed limit changes from 100 km/h to 80 km/h for Ashburton Gorge Road, Hakatere Heron Road, Hakatere Potts Road, as: <ul style="list-style-type: none"> the roads are open and able to be safely travelled at the existing 100 km/h speed limit there are no property entrances or houses on Hakatere Potts Road to be considered, and traffic volumes (while growing) are still light the road surface has been recently upgraded and there are no issues with travelling at 100 km/h while there has been a number of accidents on Hakatere Potts Road, these accidents are not a result of excess speed but rather inexperienced drivers on 	Acknowledged, staff maintain that 80km/h is the appropriate speed limit. Road users should not be driving at 100km/h on an unsealed road.

Submitter name	Page number	Summary	Staff comments
		shingle roads. So, irrespective of the speed limit, the accidents would still occur.	
New Zealand Transport Agency	186	Opposed to the proposed 80 km/h speed limits along the primarily unsealed Double Hill Run Road, Ensors Road, Hakatere Heron Road and Hakatere Potts Road as the SAAAS for these roads is 60 km/h. 80 km/h is not safe and will increase mean speeds, failing clause 1.3(a) of the Rule which gives effect to a nationally-consistent and evidence-based approach to speed management.	Acknowledged, staff maintain that 80km/h is the appropriate speed limit. It is questionable that a reduction in speed limit will increase the mean operating speed as stated.
<i>Further roading requests</i>			
Anonymous 8	15	Requests the quality of Hakatere Heron Road is improved – there has been an increase in vehicles using it and, therefore, higher damage. The road to Clearwater gets significantly more effort spent on it, despite a large number of users not being ratepayers.	Acknowledged.
Hakatere Potts Road alongside Lake Camp: – proposed to decrease from 100 to 50 km/h			
Allan, Ngaire	2	<p>Supports reducing the speed limit to 50 km/h alongside Lake Camp on Hakatere Potts Road.</p> <ul style="list-style-type: none"> • A high number of pedestrians, cyclists, campers, and children on / beside the road. • It is very busy in summer. • The change would make the boat ramp safer for vehicles to manoeuvre. • There has been recent increased popularity with both locals and tourists on the road year round. 	Acknowledged.
Anderson, Grant	4		
Bellew, Mitchell	31		
Bruorton, Adair	44		
Christie, Angela & Shane	58		
Clearwater Hutholders Committee	60		
Gibson, Bruce	92		
O'Neill, Terry	190		
Panzetta, Bernadette	193		
Paton, Paula	194		
Pearson, Colin	197		
Porter, Anne & Ian	200		

Submitter name	Page number	Summary	Staff comments
New Zealand Transport Agency	186	Disagrees with the proposed 50 km/h alongside Lake Camp on Hakatere Potts Road as 50 km/h is not included in Table 1.4 in the Guide as a rural speed limit which would fail clause 1.3(a) of the Rule as well. If there is a clear change in environment, submitter suggests 40 km/h to reflect the camp nature of the area.	Acknowledged, staff noted that there is no table 1.4 in the guide and NZTA might be referring to figure 1.4, which does not accommodate rural town/village roads. Reducing the speed limit to 40km/h will require the sealed section of Hakatere Potts Rd to be reduced to 40km/h as well to maintain a consistent approach.
<i>Other requests</i>			
Allan, Ngaire	2	Requests Mt Possession Street is reduced to 20 km/h. <ul style="list-style-type: none"> • The area has become more populated, causing more traffic in the area predominately from people who are unfamiliar with the area. • There is an increase of heavy vehicles. • Reduced speed will ensure less accidents on the shingle road and ensure children's safety. 	Acknowledged, staff understand their concern but believe that setting a restriction of 20km/h speed limit is too low for the environment.
Anderson, Grant	4		
Bruorton, Adair	44		
Christie, Angela & Shane	58		
Clearwater Hutholders Committee	60		
Gibson, Bruce	92		
Panzetta, Bernadette	193		
Paton, Paula	194		
Porter, Anne & Ian	200		
Bellew, Mitchell	31	Suggests Hakatere Potts Road through the Clearwater township should be reduced from 50 to 30 km/h – from 242m east of the intersection with Mt Possession St. Also suggests speed bumps should be considered. <ul style="list-style-type: none"> • There are large numbers of pedestrians and children in the area due to the swimming area and boat ramp. • The current cattle stop does not slow traffic enough, with may travelling through well in excess of 50 km/h. 	Staff agree that this section of road could have a lower speed limit but would require infrastructure development before the speed limit could be lowered further.

Submitter name	Page number	Summary	Staff comments
Johnson, Shannon	123	Requests Hakatere Potts Road through Lake Clearwater village is reduced to 30 km/h due to the numbers of children playing and riding bikes in this area.	As above.
Young, Gavin	262	Requests 20 km/h on the sealed section of Hakatere Potts Road through the Lake Clearwater settlement from the boat launching ramp to the cattle stop. There are many children biking and walking on this section heading to the lake in summer.	Acknowledged, staff understand the concern but believe that setting a 20 km/h speed limit is too low for the environment.
Gibson, Bruce	92	Requests Mt D'Archiac Drive is reduced to 20 km/h due to large tourist bussess using the road daily.	Acknowledged, Mt D'Archiac Drive is a private road.

2.5. Lauriston

Submitter name	Page number	Summary	Staff comments
<i>Proposal includes reducing Lauriston Barhill Road/Winchmore Lauriston Road and Line Road from 100 to 60 km/h through the Lauriston village. Lauriston village streets (Carnow, Coleridge and Church streets) are proposed to reduce from 100 to 30 km/h.</i>			
Campbell, Leonie	50	Submitters support the proposed speed limits for Lauriston. <ul style="list-style-type: none"> Traffic volumes have increased. There is a need for more care and concern around schools and pedestrians. The reduced speed limits will make the area around Lauriston safer for children, families and the wider community. 	Acknowledged.
Lauriston School Board of Trustees	137		
Nell, Malcolm	183		
Hampton, Emma	107	Opposed to the proposed speed limit of 60 km/h for the Line Road and Lauriston Barrhill intersection as it is unnecessary due to already slowing for the intersection, making a 60 km/h sign 500m from the give way excessive. Submitter notes that traffic turning off to Lauriston School is short lived and very visible.	Acknowledged, staff propose the 60km/h speed limit to create a threshold for Lauriston township. The minimum length needed for setting 60km/h speed limit is 500 meters.

Submitter name	Page number	Summary	Staff comments
New Zealand Transport Agency	186	<p>Opposed to the isolated 60 km/h proposals for Line Road, Lauriston Barrhill and Winchmore Lauriston Roads. Notes the SAAS for the whole road length is 80 km/h so these proposals will fail the requirement of clauses 3.3(3) and 4.4(2)(c) of the Rule, the first requiring speed limit changes to be located at clear changes of environment, the second requiring RCAs to aim to achieve mean travel speeds of no more than 10% above the posted speed limit. Submitter notes these proposals also fail clause 1.3(a) of the Rule which gives effect to a nationally consistent and evidence-based approach to speed management.</p> <p>Opposes the 30 km/h proposals for Carnow, Coleridge and Church Streets as table 2.1 in the Speed Management Guide indicates the nationally consistent (Setting of Speed Limits Rule 2017 clause 1.3(a)) speed limit for residential neighbourhood access roads is 40 km/h.</p>	<p>Acknowledged, staff disagree this is an isolated speed limit change because the proposal is to create a threshold for Lauriston township. SAAS only suggests the 80km/h speed limit for the whole road without considering the section of Lauriston township as a separate identity.</p> <p>NZTA opposes 30km/h based on the table 2.1 in the guide, however, that table's classification method is used for urban roads. For rural roads (incl rural town), table 2.2 should be used instead, and it dictates rural town's safe and appropriate speed is < 50 km/h.</p>

2.6. Maronan Road bridge

Submitter name	Page number	Summary	Staff comments
<i>Proposed to reduce from 100 to 60 km/h along a section of Maronan Road across the bridge</i>			
Cameron, Viv Martin, Debs	48 154	Support the proposed speed limit for Maronan Road as the bridge is dangerous due to the blind corner on the bend.	Acknowledged.
Hampton, Emma	107	Opposed to the proposed speed limit on Maronan Road as it is excessive. You are already slowing for a one-way bridge but you shouldn't have to do it from 600m out.	Acknowledged, the proposed speed limit threshold was extended further due to the curve of the road.

Submitter name	Page number	Summary	Staff comments
New Zealand Transport Agency	186	<p>Opposed to the 60 km/h limit proposal for Maronan Road as the SAAS for the whole road length is 80 km/h. Notes the proposal will fail the requirement of clause 3.3(3) of the Rule requiring speed limit changes to be located at clear changes of the environment, and also fails clause 1.3(a) of the Rule which gives effect to a nationally-consistent and evidence-based approach to speed management.</p> <p>Suggests advance warning signs and curve warning signs to manage risk.</p>	Acknowledged, as statement SAAS only indicated the whole length of Maronan Road to be 80km/h, it did not accommodate for a definite change of the environment with the single-lane bridge. There are advance warning signs already in place before the bridge, however, crashes still occur.
Vincent, Les	239	<p>Opposed to the speed limit reduction for the bridge on Maronan Road. Notes the fatalities on the bridge involved two over-wide vehicles with lugged tyres and speed was not a contributing factor. Believes a reduction to 70 km/h on Maronan Road would be a more appropriate target speed that drivers will abide.</p>	Acknowledged, 70km/h speed limit not recommended to be used on roads anymore under the current Land Transport Rule. The safe and appropriate speed to travel cross this one lane bridge is 60km/h.

2.7. Mayfield

Submitter name	Page number	Summary	Staff comments
<i>Proposed to reduce Arundel Rakaia Gorge Road (Highway 72) from 70 to 60 km/h</i>			
Campbell, Leonie New Zealand Transport Agency	50 186	<p>Supports all proposed speed limits for Mayfield.</p> <p>The traffic volumes have increased and there is a need for more care and concern around schools and pedestrians.</p>	Acknowledged.
Manhire, Deborah	151	<p>Supports the proposed speed limit on Arundel Rakaia Gorge Road through the township, but would like to see it reduced further to 50 km/h as vehicles, including trucks, travel though faster than the current 70 km/h - 60 km/h limit may not be enough to prevent this. Notes there is also a school in the area.</p>	Staff will consider lowering the speed limit to 50km/h once there is an increase in development in the area.

Submitter name	Page number	Summary	Staff comments
<i>Other requests</i>			
Boyd, Helen	41	<p>Requests the 50 km/h speed limit on Mayfield Klondyke Road is extended to the other side of the truck stop, along with a 70 km/h speed limit to the other side of the Moorhouse Road intersection.</p> <p>Requests Highway 72 has a speed limit of 50/60 km/h due to lack of off-road parking. Drivers have to use the centre road painted area to avoid car doors opening. Submitter notes there is a large number of trucks, tractors and campervans travelling through Mayfield as it is not only a rural area, but also the inland scenic route for travellers and tourists.</p>	Acknowledged, staff will consider extending the speed limit threshold once there is further development in the area.
Dunckley, Sarah	72	<p>Requests the 50 km/h speed limit is extended on Mayfield Klondyke Road (west) past the residential area and up to the Moorhouse Road corner.</p> <p>There are many families living on this part of the road where it is 100 km/h, including the Mayfield transport yard where trucks and machinery are constantly turning.</p> <p>Submitter believes the Moorhouse, Mayfield Klondyke and Anama Settlement Road corners are dangerous.</p>	As above.
Langdon, Richard	251	Requests Westerfield Mayfield Road adjacent to the Westerfield Hall is included in the speed limit review. Many vehicles travel around the corner at 100 km/h (the speed limit is currently 65 km/h) with three crashes there recently due to speed.	Assume the submitter meant Tinwald Westerfield Mayfield Road. The 65 km/h is an advisory speed limit, not an enforceable speed limit. Safety upgrades have been constructed in the area and there are no crashes recorded at the intersection over the last 5 years.
<i>Other roading requests</i>			
Boyd, Helen	41	Requests a pedestrian crossing outside Mayfield school, as there is only curbing which causes confusion with children believing they have right of way.	Staff will consider the installation of a kea crossing for the school.

2.8. Methven

Submitter name	Page number	Summary	Staff comments
General comments			
Anonymous 3 Campbell, Leonie	10 50	Submitters support all of the proposed speed limits in the Methven area.	Acknowledged.
Forest Drive / Pudding Hill Road – <i>proposed to decrease from 70 to 60 km/h</i>			
Anonymous 4	11	Opposes the proposed speed limit change for Forest Drive onto Pudding Hill Road as the area has not significantly changed and it is a long area to drive through.	Acknowledged, there is new development happening near Forest Drive/ Pudding Hill Road. The proposed 60km/h speed limit only extends 230m from the existing 70km/h speed limit sign.
New Zealand Transport Agency	186	Supports the extensions of 50 km/h and 60 km/h limits proposed for Forest Drive and Pudding Hill Road.	Acknowledged.
Mt Harding Road – <i>proposed to decrease from 70 to 60 km/h</i>			
Scott, Mark	217	Supports the proposed speed limit as it is a short stretch of road and is concerned with the speeds reached by vehicles while there are pedestrians and cyclers.	Acknowledged.
New Zealand Transport Agency	186	Supports the proposed speed limit for Mt Harding Road.	Acknowledged.
Hobbs Road – <i>proposed to decrease from 100 to 80 km/h</i>			
Anonymous 4	11	Opposes the proposed speed limit change around the Methven golf course.	Acknowledged.
New Zealand Transport Agency	186	Opposes the proposed speed limit for Hobbs Road, the SAAS for this road length is 60 km/h, so an 80 km/h speed limit is not considered safe and appropriate.	Acknowledged, staff agree the alternative solution would be to reduce the speed limit to 60km/h to provide a safer environment for the

Submitter name	Page number	Summary	Staff comments
			Methven walkway but will require community support.
Camrose Estate – proposed to decrease from 50 to 30 km/h			
Ashburton Youth Council	19	Submitters support the proposed speed limit for Camrose Estate, with the following reasons mentioned.	Acknowledged.
Mason, Andrew	157	<ul style="list-style-type: none"> There are many young families in the area. 	
McMillan, Sandra	168	<ul style="list-style-type: none"> It is appropriate for the adjoining residential area. 	
Murray, Emma	180	<ul style="list-style-type: none"> It is a high foot traffic area with narrow streets. 	
Smithers, Rowan	225		
Murray, Patrick	181	Believes the roads around Camrose Estate should be reduced to 25 km/h due to the growing number of children. Requests all heavy transport is restricted from this area.	Acknowledged, the speed limit can only be set with numbers ending with X0km/h.
New Zealand Transport Agency	186	Opposed to the proposed 30 km/h speed limits for the Camrose Estate subdivision as table 2.1 in the Speed Management Guide indicates the nationally consistent (Setting of Speed Limits Rule 2017 clause 1.3(a)) speed limit for residential neighbourhood access roads is 40 km/h.	Acknowledged, staff consider the alternative solution would be to reduce the speed limit to 40km/h to get more significant community support.
<i>Other requests</i>			
Mason, Andrew	157	Requests both Memorial Crescent and Gleniffer Place are included in the speed limit review and given the same speed limit as the other roads around Camrose Avenue.	Memorial Crescent and Gleniffer Place are private roads and have yet to be vested to Council
Barkers Road – proposed to decrease from 70 to 50 km/h			
Murray, Patrick	181	Supports the proposed speed limit on Barkers Road as there are many new families and young children in the area.	Acknowledged.
Smithers, Rowan	225	Barkers Road should have a transition from 100 km/h to 70 km/h before the proposed 50 km/h as motorists exceed the speed limit for a while when they	Staff will consider reducing the speed limit at the entrance into Methven when there is an increase in development in the area.

Submitter name	Page number	Summary	Staff comments
		come into the 50 km/h zone where children and other pedestrians are. The transition to 70 km/h should be at Holmes Road.	
McDonald Street – proposed to decrease from 50 to 30 km/h			
Ashburton Youth Council	19	Supports the proposed speed limit for McDonald Street as there are many young families in the area.	Acknowledged.
New Zealand Transport Agency	186	Opposed to the proposed 30 km/h speed limit for McDonald Street as table 2.1 in the Speed Management Guide indicates the nationally consistent (Setting of Speed Limits Rule 2017 clause 1.3(a)) speed limit for residential neighbourhood access roads is 40 km/h.	Acknowledged, staff consider an alternative solution is a variable speed limit on McDonald Street to align with the government announcement on tackling unsafe speed. The mean operating speed on this road is below 30 km/h and it has high traffic during peak time servicing 2 schools.
Dolma Street – proposed to decrease from 70 to 50 km/h			
Bain, Steve Booker, Rhea Fitzpatrick, Jane Hamilton, Megan	25 40 85 105	Submitters support the proposed speed limit reduction on Dolma Street, Methven and mention a range of reasons including the following. <ul style="list-style-type: none"> • Current danger at the primary school entrance – reduced speed will make it safer for the school children. • Increase over past few years of number of children living on the street. • Footpath not running the full length of the road. • Vehicles currently speeding on the street. • Major thoroughfare for truck and trailer units. 	Acknowledged.
Bain, Steve Fitzpatrick, Jane	25 85	Submitters request a speed limit of 30 km/h outside the Dolma Street entrance/exit to OLS primary school due to the number of pedestrians.	Acknowledged, staff do not recommend reducing the permanent speed limit on through/connecting roads for pedestrians during short peak hours.

Submitter name	Page number	Summary	Staff comments
Bain, Steve	25	Submitter requests no heavy trucks to be allowed along Dolma Street.	Acknowledged, changes to the bylaw is required to prohibit heavy traffic from using Dolma St.
Line Road			
Ashburton Youth Council	19	Submitters supported the proposed speed limit for Line Road for the following reasons:	Acknowledged.
Bain, Steve	25	<ul style="list-style-type: none">Secondary school students walk to sport along Line Road as it backs on to Mt Hutt College.Concern with the number of truck and trailer units using the road.	
Methven Chertsey Road			
Jackson Holmes Contracting Limited	122	Agrees with the proposed speed limit on Methven Chertsey Road as there is continued business development and frequent vehicle movements. Submitter requests the 50 km/h zone is extended further down Methven Chertsey Road as their business has heavy vehicles turning in and out of the yard often - currently in a 100 km/h zone. Suggests either the 50 or current 70 km/h zone extends to their entrance ways.	Acknowledged, the proposed speed limit could be extended 100m further to cater for the business development.
Other requests			
Weir, Peter	244	Submitter proposes a restriction in speed around both the Brown Pub and Blue Pub in Methven, as there is heavy mid-winter traffic along the main road where heavy trucks and trailers are passing through at 50 km/h, creating a hazardous environment especially at night. Submitter also proposes the Methven CBD speed limit should be lowered to 30 km/h approaching schools on the right and remain at that limit through the centre of town and as far as Lohead Crescent.	Acknowledged, will refer to NZTA.

Submitter name	Page number	Summary	Staff comments
McDonald, Kelly	161	Requests the mall in Methven and back service lane are included in the speed limit review. School children, elderly, and general public are in the area and reduced speed would benefit pedestrian safety.	The Mall and Service Lane have existing infrastructure around the road that induces a traffic calming effect on drivers. The mean operating speed on these roads is below 30km/h without speed restriction. Staff will consider a 30km/h speed restriction for The Mall and other nearby streets once there is an increase in development in the area.
Methven Community Board	169	Requests the speed limit in the mall in Methven is reduced to 15 km/h. Suggests Mt Hutt Station Road leaving Methven should be reviewed in time for the hot pools opening.	As above for The Mall. Suggestion for Mt Hutt Station Road will refer to NZTA
Markillie, Rob	152	Requests the 50 km/h speed limit zone is extended along Mt Hutt Station Road (SH77) up to Holmes Road in time for the hot pools opening.	Acknowledged, will refer to NZTA.
Murray, Emma	180	Requests Mt Hutt Station Road is included in the speed limit review, and suggests the 50 km/h speed limit zone should be extended out to the other side of the racecourse entrance. The road is getting busier, and traffic will increase with the new hot pools and new subdivision developing.	Acknowledged, will refer to NZTA.
Wright, Joan	255	Requests SH77 travelling west into Methven is reduced to 80 km/h from Holmes Road to Racecourse Avenue due to the walkway alongside the road and the high levels of traffic.	Acknowledged, will refer to NZTA.
<i>Other roading requests</i>			
Anonymous 4	11	Suggests to improve road safety, particularly for school children, there should be more than one pedestrian crossing in town.	Acknowledged.
Fitzpatrick, Jane	85	Submitter believes that the footpath on Dolma Street needs to run the full length of the road and around the corner of Line Road to join up with Methven Chertsey Road as many children use the back entrance on Dolma Street to go to school.	Acknowledged, the request will be considered.

2.9. Mt Somers

Submitter name	Page number	Summary	Staff comments
Mt Somers			
Campbell, Leonie	50	Submitters support all proposed speed limits in Mt Somers. <ul style="list-style-type: none">• Often people walking around the village.• Children are near the camping ground / swimming pool in high numbers during the holiday season.• Current speed limits are too high for a village, especially near the school.• Trucks travelling down the roads at speed make crossing the roads concerning.• With the reduced speed limit outside the school they will be able to apply for a pedestrian crossing.	Acknowledged.
Dugan, Rich	71		
Gray, John	101		
Huggins, Nathan	113		
Marten, Helen	153		
Martin, Debs	154		
McLeod, Georgina	167		
Mt Somers	175		
Springburn School	207		
Reveley, Maree	207		
Ashburton Gorge Road – 50 km/h section – <i>proposed to reduce from 70 to 50 km/h</i>			
Allen, Kay	1	Submitters support Council's proposed speed limit reduction on the Ashburton Gorge Road to 50 km/h due to the road: <ul style="list-style-type: none">• passing a school and reduced speed is essential for safety• being very dangerous for anyone walking at current traffic speeds• many people live on this road with much activity happening, particularly during summer and weekends – ie walking, cycling, lawn mowing, and it is currently very dangerous.	Acknowledged.
Anonymous 8	15		
Austin, Leonie	21		
Austin, Peter	23		
Brown, Madeline	43		
Evans, Jenny	78		
Evans, Julian	80		
Evans-Fews, Olivia	81		
Fews, Kevin	82		
Foy, Gary & Daralyn	87		
Heaven, Maryann	110		
Holgate, Sara	111		
Huggins, Rhonda	114		

Submitter name	Page number	Summary	Staff comments
Hunter, Jeremy Martin, Robyn	117 155		
Allen, Kay Austin, Leonie Hunter, Jeremy Martin, Robyn Mt Somers Springburn School Mt Somers District Citizens Association Stanaway, Sarah Stiles, Trevor	1 21 117 155 175 177 229 232	<p>Submitters agree with the 50 km/h speed limit reduction but believe the western end on Ashburton Gorge Road should be extended to the water treatment plant, past the recycling station.</p> <ul style="list-style-type: none"> It is concerning turning in and out of Bruce's Road and the recycling centre due to the increase in traffic. School families live in this section of the road and reducing it to 50 km/h would increase their safety when walking to school. 	Acknowledged, staff have no issue with extending the speed limit threshold, but there is a lack of change in the environment for the road to be self-explaining, to the road user, to justify the drop in speed limit.
Scott, Justine	216	Opposes the 50 km/h speed limit outside the Mt Somers Springburn School and requests the speed limit is 30 km/h. Refers to safety of children and the need to encourage children to bike and walk to school.	Acknowledged, staff do not recommend reducing the permanent speed limit on through/connecting roads for pedestrians during short peak hours.
New Zealand Transport Agency	186	Submitter disagrees with the 50 km/h proposals for Ashburton Gorge Road as Mt Somers is rural and has a rural nature. Submitter notes 50 km/h is not included in Table 1.4 in the Guide as a rural speed limit, so this would fail clause 1.3(a) of the Rule which gives effect to a nationally-consistent and evidence-based approach to speed management.	Staff acknowledge that Mt Somers is a rural town, therefore, it should not use figure 1.4 to classify the speed limit on this road but instead table 2.2 in the guide.
Ashburton Gorge Road – 60 km/h section – <i>proposed to decrease from 100 to 60 km/h</i>			
Allen, Kay Anonymous 8 Austin, Leonie Austin, Peter Hunter, Jeremy	1 15 21 23 117	<p>Submitters oppose the 60 km/h section on Ashburton Gorge Road, and request the 50 km/h zone is extended so it begins at the intersection with Arundel Rakaia Gorge Road.</p> <ul style="list-style-type: none"> There is a subdivision on this stretch of road and with possible more houses being built there will be increased activity on and off the road, with potentially even more children walking and biking – 50 km/h would increase their safety. 	Acknowledged, staff have no issues with dropping the speed limit further to 50km/h for a consistent approach.

Submitter name	Page number	Summary	Staff comments
Stanaway, Sarah	229	<ul style="list-style-type: none"> There are lots of big trucks, agricultural, local, and tourist vehicles on this road It is confusing for tourists to change speeds in such a short stretch of road – keep it simple. 	
New Zealand Transport Agency	186	Submitter supports the proposed 60 km/h speed limit as the area is rural in nature.	Acknowledged.
Bruces Road – <i>proposed to decrease from 100 to 50 km/h</i>			
Mt Somers District Citizens Association Stanaway, Sarah	177	Submitters support the proposed speed limit for Bruces Road as the township has a school which requires safety for the children.	Acknowledged.
New Zealand Transport Agency	186	Opposes the 50 km/h proposal for Bruces Road as Mt Somers is rural, and 50 km/h is not included in Table 1.4 in the Guide as a rural speed limit. This would fail clause 1.3(a) of the Rule which gives effect to a nationally-consistent and evidence-based approach to speed management.	Staff agree that Bruces Road could be classified for a lower speed limit. However, the road is an unformed single lane carriageway with minimal traffic, it would not be cost-effective to increase the level of service for an undeveloped road.
Hoods Road north – <i>proposed to decrease from 100 to 50 km/h</i>			
Mt Somers District Citizens Association Stanaway, Sarah	177 229	<p>Submitters support the proposed speed restriction of 50 km/h for Hoods Road (north of town).</p> <ul style="list-style-type: none"> The area has a lot of vehicle and truck activity. There are full time residents living there with children riding bikes and pedestrians walking around. St Aidan's Church is located there as well as an accommodation business. 	Acknowledged.
New Zealand Transport Agency	186	Submitter disagrees with the 50 km/h proposal for Hoods Road as Mt Somers is rural and has a rural nature. Submitter notes 50 km/h is not included in Table 1.4 in the Guide as a rural speed limit, so this would fail clause 1.3(a) of the Rule which gives effect to a nationally-consistent and evidence-based approach to speed management.	Staff acknowledge that Mt Somers is a rural town, therefore, it should not use figure 1.4 to classify the speed limit on this road but instead table 2.2 in the guide.

Submitter name	Page number	Summary	Staff comments
Hoods Road south – proposed to decrease from 70 to 60 km/h			
Mt Somers District Citizens Association	177	Opposed to the proposed speed limit of 60 km/h for Hoods Road (south of town), and suggest it should be 50 km/h for road safety issues with the number of large trucks, agricultural, locals and tourist vehicles on the road 24 hours a day.	Acknowledged, staff have no issues with dropping the speed limit further to 50 km/h for a consistent approach.
Stanaway, Sarah	229		
New Zealand Transport Agency	186	Supports the proposed 60 km/h speed limit as the area is rural in nature.	Acknowledged.
Other requests			
Mt Somers District Citizens Association	177	Reduce the speed limit from 100 km/h to 70 km/h on Arundel Rakaia Gorge Road from Hoods Road to Ashburton Gorge Road. <ul style="list-style-type: none">• There are three main roads that come off this stretch and go into the town.• There are near misses daily.• There are pedestrians walking on this section of road, along with hitch hikers and cattle movements.	Staff will consider reducing the speed limit when there is an increase in development in the area.
Stanaway, Sarah	229		
Other roading requests			
Austin, Peter	23	Submitter suggests Pattons Road should have a speed bump.	Acknowledged, staff do not recommend speed bumps in residential areas because it would cause noise pollution in the area.
McLeod, Georgina	167	Requests a crossing to the school to make it safer for children.	Staff will consider the installation of a kea crossing for the school.
Allen, Kay	1	The give way at the intersection of Hoods Road and the Ashburton Gorge Road should be a stop sign.	Further investigation is required.
Hunter, Jeremy	117		
Allen, Kay	1	The intersection of Pattons Road and Hoods Road should be a give way.	Further investigation is required.
Hunter, Jeremy	117	Requests stop signs at the intersections on Arundel Rakaia Gorge Road with Hoods Road, Pattons Road, Ashburton Gorge Road and Tramway Road, and a	Further investigation is required.
Mt Somers District Citizens Association	177		

Submitter name	Page number	Summary	Staff comments
Stanaway, Sarah	229	stop sign at the Ashburton Gorge Road / Hoods Road intersection on the east and west sides of Ashburton Gorge Road.	

2.10. Rakaia

Submitter name	Page number	Summary	Staff comments
<i>Propose to extend the 50 km/h speed limit zones along Normanby Road, Hardys Road and Thompsons Track</i>			
Campbell, Leonie Rakaia Community Association	50 204	Submitters agree with all three proposed speed limits in Rakaia as traffic seems to be entering town faster these days.	Acknowledged.
Hampton, Emma	107	Opposed to the proposed speed limit of 50 km/h on Thompsons Track as it is unnecessary - proposes an 80 km/h speed limit.	Staff recommend the extension of the 50 km/h length over the proposal of introducing an 80 km/h threshold because to meet the specification for the 80 km/h speed limit would require the threshold to extend 400m further than the currently proposed threshold.
New Zealand Transport Agency	186	Opposed to extending the 50 km/h speed limits on Thompsons Track, Normanby Road and Hardys Road as these roads have a rural nature and 50 km/h is not included in Table 1.4 in the guide as a rural speed limit, therefore failing clause 1.3(a) of the Rule which gives effect to a nationally-consistent and evidence-based approach to speed management.	The proposed extension of the 50km/h speed limit on Normandy Rd and Hardys Rd is to coincide with ADC's residential C zoning in Rakaia. The extension for Thompsons Track is to make drivers slow down for the rail crossing and road curve and possible industrial development entrance/exit immediately following the rail crossing.

Submitter name	Page number	Summary	Staff comments
<i>Other roading requests</i>			
Rakaia Bowling Club (Incorporated)	203	Requests Normanby Road is sealed as it creates an unpleasant amount of dust on the bowling green.	Acknowledge, the sealback on Normanby Road is complete.
Rakaia Community Association	204	Requests the unsealed section of Normanby Road is sealed as there is a lot of road dust drifting across into the domain. Requests more 50 km/h signs within Rakaia along Railway Terrace East, from South Rakaia Hotel to Thompsons Track for both oncoming and outgoing traffic. Notes that traffic is always speeding through here.	Acknowledge, the sealback on Normanby Road is complete. Further investigation needed to address the requirement for repeater signs.
Clarkson, Fred (LATE)		Notes the speed limit through Rakaia township is adequate at 70 km/h as the average speed indicated by LTSA is 56-59 km/h. Access to the highway is difficult due to the density of traffic, decreasing the speed would only add to the difficulty of accessing / crossing the highway. Suggests addition of yellow non-parking lines on the south east side of the highway opposite Rakaia Mobil would increase vision and safety.	Acknowledge, will refer to NZTA.

2.11. Feedback on the speed limit proposal as a whole

Submitter name	Page number	Summary	Staff comments
Austin, Peter	23	Submitters support all proposed speed limit changes.	Acknowledged.
McLeod, Georgina	167		
Naughton, Leith	182		
Lane, Ian	136		
Methven Community Board	169		

Submitter name	Page number	Summary	Staff comments
Burn, John	45	Opposed to all proposed speed limit changes as they believe the current speed limits are all working well. Further, diesel engines at low speeds create pollution with unburnt fuel.	Acknowledged, staff suggest the use of hybrid or electric vehicles to reduce emissions rather than trade-off with safety.
Canterbury District Health Board Kilgour, Catherine Lindsay, Peter	52 131 143	Supports the proposed speed limit reductions, as lowering the speed limit makes it safer for people walking, cycling, and scootering, and reduces injuries and fatalities related to traffic crashes.	Acknowledged.
Kelland, John	128	Supports majority of the speed limits proposed, especially entrances to urban areas from rural areas.	Acknowledged.
Findlay, Bevan	83	Generally supports speed limit reductions to better match the road conditions and traffic environments. Agrees with removing some speed limits so there are fewer speed increments, providing the new speed limit makes sense. Suggests 40, 50, 60, 80, 100 km/h makes sense. Opposes 30 km/h urban speed limits, suggests 40 km/h is more realistic. Suggests a focus on reducing speed limits on unsealed roads would be beneficial, as gravel roads are not safe to drive at 70 or 80 km/h.	Acknowledged, staff agree the alternative solution would be to reduce the speed limit to 40km/h to get more significant community support.
Urquhart, Alasdair & Maxine	237	Supports in general the proposals, however, believes there needs to be more continuity, e.g. Tait's Road is 50 km/h but Wilkins and Johnstone roads are 60 km/h. Suggests all roads in residential D are 50 km/h.	Acknowledged, every road is unique and has different functions so it will require its own evaluation to determine its safe and appropriate speed limit. Different district zones do affect the speed limit review.
AA Canterbury / West Coast District Council	115	Submitter agrees with the majority of the proposed speed limits except for the proposed 30 km/h speed limits in the subdivisions.	Acknowledged, staff agree that an alternative solution could be to reduce the urban speed limit to 40km/h to get more significant community support.

Submitter name	Page number	Summary	Staff comments
Canterbury District Health Board	52	Suggests 30 km/h is considered for all built up areas to encourage active modes of transport.	Acknowledged, other areas with high active transport traffic will be considered in the next speed limit review.
McFaul, Grant	164	Opposes any proposed speed limit change to 30 km/h as it is simply too slow. 30 km/h speed limits are universally ignored as human nature does not comply with this rule.	Acknowledged, staff consider the alternative solution would be to reduce the speed limit to 40km/h to get more significant community support.
Anonymous 9	16	Submitter believes all urban areas should be restricted to 40 km/h, not just the small sample in the consultation.	Acknowledged, staff consider that urban speed limits in some areas could be lowered to 40km/h and this consultation is just a first step in introducing a lower speed limit to the community.
Anonymous 9	16	Submitter notes in rural areas, for every road that enters into an urban area that is 100 km/h, a buffer stretch of 200m should be set to 80 km/h removing the need for hard breaking.	Acknowledged, staff try to set an optimal speed limit where possible, however, every road is unique, therefore difficult to set general buffers for all urban entrances.
Kok, Bridget	133	Supports the proposed speed limits in semi-rural/built up areas, however, to go from 100 to 60 km/h may be too drastic for some individuals. Submitter notes that while it is good to have reduced speed around town, suggests 40 km/h may be better than 30 km/h.	Acknowledged, staff consider the alternative solution would be to reduce the speed limit to 40km/h to get more significant community support.
Brown, Carol	42	Agrees with the speed limit reductions in smaller streets in rural areas and new sub divisions. Unsure of so many speed limits and suggests 50 should be used rather than 60 km/h. Is concerned about the increase in signs to indicate change.	Acknowledged, staff are unsure which area the submitter is suggesting to be 50km/h. Yes there will be an increase in signs.

2.12. Other areas suggested for inclusion in the speed limit review including schools - areas not already covered

Submitter name	Page number	Summary	Staff comments
Nell, Malcolm	183	Requests Barrhill village on Rakaia Barrhill Methven Road is included in the speed limit review.	Acknowledged. Majority of the roads in the Barrhill Village are unsealed and only used by the residents. Applying a speed limit restriction will have minimal effect on the current travel speed on these roads. However, a lower speed limit could be introduced in the area.
All schools			
Anderson, Meghan	5	Submitters believe all school roads should be included in the speed limit review.	Acknowledged, staff will look to follow any Government ruling for speed limits around schools.
Anonymous 2	9	One submitter notes many of the signs warning cars to slow down around schools seem to be ineffective (Anderson).	
Findlay, Bevan	83	Another submitter suggests electronic speed signs should be installed for lower speed limits during peak times (Findlay).	
Woods, Andrea	254		
Anonymous 1	8	All school should have surrounding roads / streets with lower speed limits, to support child safety.	
Anderson, Meghan	5		
Edmond, Kylie	75		
Mulligan, Lal	179	All schools in the district should have a speed limit of 40 km/h on surrounding streets, due to the high traffic levels at the beginning and end of the school day and the associated danger to children.	
Allenton School	3		
Hampstead School	106		
Rickard, Rachael	208	Requests a speed limit of 40 km/h around all schools, and notes the particular danger to children at rural schools, with large machinery having slower braking times and more blind spots.	
Ashburton Youth Council	19	All streets surrounding schools and ECEs should have a speed limit of 40 km/h during drop off / pick up times. Many children walk or bike to school, and if a child was hit, the result would be severe.	

Submitter name	Page number	Summary	Staff comments
Robertson, Michael	209	Requests a speed limit of either 30 or 40 km/h outside all schools during peak times. Notes the importance of this for rural schools where the speed limit is 100 km/h.	
Shepherd, Andrew	218	All schools in the district should have a speed limit of 30 km/h during school hours, with normal speeds the rest of the day.	
Bonnington, Jacqui	39	All town schools should have a speed limit of 40 km/h on surrounding streets.	
Johnson, Shannon	123	All rural schools should have a speed limit of 50 km/h, and ideally 40 km/h during peak times. Notes the importance of this for Lagmhor and Longbeach schools.	
Woodham, Pete	252	Submitter would like to see the speed limit around all rural schools drop to 50 km/h, noting that this must be all the time, not just at drop off/pick up times.	
Longbeach School Board of Trustees	145	Requests the government's announcement to reduce the speed limits surrounding schools to 40 km/h in urban areas and 60 km/h in rural areas is adopted. Longbeach School is located on a 100 km/h road and is faced with the danger of something happening to a student every day. Due to this, submitter believes that Council should apply the school-zone speed limits immediately via the speed limit review.	
Cameron, Viv	48	All schools in 100 km/h areas should be reduced to 40 km/h.	
Allenton School			
Allenton School	3	Requests the speed limit around Allenton School is 40 km/h at all times. Secondary option would be 40 km/h at peak times before / after school. Both Harrison Street and Allens Road outside of Allenton School are busy before / after school with trucks. Some drivers travel past the school at high speeds, park on yellow lines, and put children at risk.	Acknowledged, staff will look to follow any Government ruling for speed limits around schools.

Submitter name	Page number	Summary	Staff comments
Lagmhor School			
Reveley, Maree	207	Notes there is no reduction in speed proposed for Lagmhor School on Winslow Westerfield Road - 100 km/h is too fast past a school and it should be reduced to 50 km/h.	Acknowledged, staff will look to follow any Government ruling for speed limits around schools.
Longbeach School			
Anderson, Meghan Anonymous 1 Anonymous 2	5 8 9	<p>Submitters request a lower speed limit at Longbeach School. The following reasons were provided:</p> <ul style="list-style-type: none"> • As a farming community, there are many trucks and motorbikes that wouldn't be able to stop in time for children. • A 100 km/h road where children are coming and going very close to the road is extremely dangerous. • The bend in Longbeach Road adds to the danger. • Cars and heavy vehicles have been witnessed travelling past the school at high speeds, including when the school bus is dropping children off. 	Acknowledged, staff will look to follow any Government ruling for speed limits around schools.
Shepherd, Christy	219	Requests the speed limit around Longbeach School is reduced to 50 km/h. Notes the high speeds at which vehicles travel past the school, along with farm vehicles, often which don't slow down while the school buses are dropping off / picking up children at the school.	
Longbeach School	146	Requests the speed limit along Longbeach Road past the school should be 40 km/h during school times, to improve safety for staff and children.	
Rickard, Rachael Woods, Andrea	208 254	<p>Submitters request a speed limit of 40 km/h outside Longbeach School on the corner of Boundary Road and Longbeach Road.</p> <p>The use of the road by large machinery with slower breaking times and more blind spots – increasing the risk of danger to children is noted by Rickard.</p>	

Submitter name	Page number	Summary	Staff comments
Simons, Neil	220	Requests the roads surrounding Longbeach School are reduced from 100 km/h to 60 or 70 km/h. Notes the road is identified as high-speed, low visibility, which constitutes a high risk.	
Edmond, Kylie Griffiths, Amie	75 103	Submitters request Boundary Road and Longbeach Road around Longbeach School are included in the speed limit review. Notes the danger dropping and picking up children from the school.	
Other requests			
Roulston, Debbie	212	Requests that parents parking horizontally to pick up children outside the school, needs to be addressed. Submitter notes, if you are sitting at the stop sign on Boundary Road wanting to turn right into Longbeach Road, these cars block the view of any traffic approaching from the right, causing many near misses.	Acknowledge, further clarification is needed in regards to cars parking horizontally on the road. Submitter might be referring to buses and cars parked outside Longbeach school during peak hours.
Methven Primary School			
Bain, Steve Fitzpatrick, Jane	25 85	Requests the 50 km/h speed limit is extended towards Ashburton from Methven on SH77, as vehicles travel at high speeds past Methven Primary School and Our Lady of the Snows.	Acknowledge, will refer to NZTA.

2.13. Other feedback

Submitter name	Page number	Summary	Staff comments
Feedback on review / consultation method			
Anonymous 9	16	Submitter notes that a blanket approach should have been used rather than selecting one road over another without much reason.	Acknowledged.

Submitter name	Page number	Summary	Staff comments
Ashburton Youth Council	19	Submitter believes that the new speed limits proposed, should be part of a district wide education programme involving law enforcement and initial signage indicating speed change. Submitter notes that there should be a formal pedestrian crossing in front of Ashburton College and the Domain.	Acknowledged, the accepted new speed limits will be well advertised to notify road users of the change and new signage will be installed at the appropriate locations. Law enforcement will be formally informed of the changes.
Findlay, Bevan	83	The reasons as to why some of the old speed limits are changing should be included in the proposal as they do not believe they have enough information to make an informed comment.	Acknowledged. Staff are looking for the roads to be self-explanatory with the speed limit matching the driving environment, rather than speeds being set based on crash data, risk rating or one network road classification.
Power, Gerard	201	Submitter notes they have been supplied with very little background information, such as crash rates, traffic volumes etc. as to why there needs to be changes.	As above.
Feedback on other road related topics			
Anonymous 9	16	Agrees road speeds should be considered when looking at improving road safety, but also notes road condition, environmental conditions, driver impairment and general driver education contribute to reducing accidents.	Acknowledged.
Brown, Carol	42	Requests all short roads have lower speeds to reduce cars accelerating around the corner to then immediately reduce their speed as the street is so short.	Acknowledge, staff agree that certain roads which are short in length should have a lower speed limit and will continue to propose safe and appropriate speed limit on future speed reviews.
Findlay, Bevan	83	Suggests that all new developments should be designed for 40 km/h residential and local roads and 60 km/h collectors and minor arterials.	Acknowledge, all new roads are developed in compliance with NZS 4404.
Kilgour, Catherine	131	Going forward, roading layouts should be looked at so they aren't as inviting for people to speed along.	Acknowledge, staff continue to make changes to our local roads to accommodate all road users. Developers are governed by NZS 4404.

Submitter name	Page number	Summary	Staff comments
Palmer, Murray	191	Requests all shingle roads have a speed limit of 80 km/h or less due to loss of traction and flying stones. Also requests all roads with a 12 ft seal have a speed limit of 80 km/h.	Acknowledged. Staff consider that unsealed roads should have a lower speed limit but that it will require Government support to apply a blanket speed limit restriction on all unsealed roads.
Register, Michael	206	Roads should be looked at to see if they can be improved before changing speed limits.	Acknowledged. Staff continue to make improvements to our local roads.
Boyd, Helen	41	Submitter notes that more than half the drivers are not following the 20 km/h speed limit when passing school busses.	Acknowledged, will refer to law enforcement.
Matthews, Andrea	158	Speed limits are not the problem, rather it is a lack of policing. Many individuals use 50 km/h roads as racetracks, reaching speeds of over 80 km/h, and are not pulled over. Submitter believes that people will pay little attention to speed limits if they are reduced.	Acknowledged, will refer to law enforcement.