
Page 1: Submission form

Q1

Your contact details (this is optional, however contact details must be provided to speak in support of your submission)

Phone Number

ANONYMOUS 13

Q2

Yes

Do you wish to speak in support of your submission at the hearing? The hearing is likely to be held on 23 November 2022 (subject to confirmation from the new Council). Please note that hearings are publicly live-streamed.

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Q3

In person

How you would like to present your submission at the hearing?

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Q4

Do you agree with the principle to lower speed limits outside schools within the district?

No,

Comments:

some of the schools need to have their main gates on roads that are not busy major roads such as walnut avenue, but in other situations I do agree with lowering the speed limit around schools with appropriate signage for approaching start of the school zone and exiting the school zone. Ashburton intermediate and Ashburton college should be using other roads for drop offs and pick ups i.e. grey street or belt road would be appropriate.

Draft Interim Speed Management Plan 2022

Q5

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

Yes,

Other (please specify):

but only in isolated cases and where appropriate and around rural schools.

Q6

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

No

Q7

Do you have any other comments or feedback about this draft plan?

as a user of rural and urban roads speed limit such as 60 kph on beach road east is entirely inappropriate for a rural road 80 kph would be an appropriate speed for this section of road and other roads approaching Ashburton from other districts, this slow speed limit is slowing the production of the rural users like freight etc. also the 30 kph speed limit of part of Moore street is inappropriate for this major route through Ashburton to the industrial areas and should be returned to the normal 50 kph, it is not part of the central business district its slow speed limit and there appalling out of sequence traffic lights on Moore street east street and west street are impeding the flow of traffic through this section. the traffic lights are holding the flow of traffic when there is no cross traffic and is becoming very frustrating with the road users sitting waiting for lights to change with 8 - 10 vehicles on either side and no traffic crossing at all.

if the council is so concerned it should be looking at putting red light jumping cameras on the traffic lights at Moore street west street intersection particularly for the traffic travelling north and south on west street. as my children have been learning to drive in recent years I have been doing my best to teach them good driving skills as we use this Moore street and west street intersection regularly. I have observed red light jumpers or trucks speeding through when the lights obviously turned red and I believe they have sufficient time to stop I can not believe there have not been more accidents at this crossing (just luck so far) I can understand the frustration of the truck drivers with the traffic lights being so close together along west street and even more traffic lights being put in a short distance further up the road at walnut avenue and more to go in Tinwald at a later date where roundabouts were and would continue to work just fine, I know the Ashburton district council answer to this comment will be that it is transit NZ section of road and it is under their control and out of their hands, in some places traffic lights are appropriate and other places roundabouts were working just fine with no exorbitant cost and a beautifully decorated center with flowers and other greenery.
