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Page 1: Submission form

**Q1**

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

Name **Jack Allan**

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**Q2**

**No**

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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Page 2

**Q3**

**Respondent skipped this question**

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

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Page 3

**Q4**

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

**Yes,**

Comments:

I believe the variable limits proposed are far more practical and effective than permanent 30km limits.

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**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):

I support sensible reductions where urban development requires some reduction in speeds. There will be a place for 60-80kph restrictions as developments extend out from towns and townships. However I strongly disagree with extending 50kph limits further out which only unnecessarily frustrates road users - and hence does nothing to improve safety.

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**Q6**

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

**No,**

Other (please specify):

I disagree with 40kph limits in these urban areas. I believe the 40kph limits are already over-used - and if motorists think the limits are unreasonable they tend to generally ignore them anyway. I believe that by frustrating drivers with impractical limits it can be counter productive in enhancing road safety.

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**Q7**

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

I was pleased to read in the preamble the acknowledgement that for speed limits to be effective they need to be understood and supported by the community. I agree that should be the basis for any review of speed limits.

However unfortunately I think that some of NZTA's ideological thinking as far as speed restrictions are concerned seems to be rubbing off onto local bodies policies. I believe that single minded focus needs more balance and whilst I agree that as urban development increases speed limits need to be reviewed, more emphasis and funding should be placed on more practical tangible safety issues.

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