

---

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 **Murray Hawkes**

---

**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.

---

Page 2

**Q3**

**In person**

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

---

Page 3

## Draft Interim Speed Management Plan 2022

### Q4

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

**No,**

Comments:

National speed limits in school zones are already 40kph when children are present, many of these are indicated by times speed signs. Permanent reduction to 30kph is an absurd reaction to a problem which has not been proved to exist. In rural areas a motorist passing a school zone, with the proposed reduced (30kph) speed limit at 70kph would be committing an offense which would see automatic loss of licence. Council should have provided statistics on speed related accidents in school zones before contemplating this idiotic change

---

### Q5

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

**No,**

Other (please specify):

Speed limits are set based on traffic volumes and density of access points already. Current policies are sufficient, there should be at most a short 70kph zone between the rural area with no high density of access and the fully urban area. Higher speeds should be allowed where roads are sufficiently wide and visibility is adequate. The 70kph zone in Tinwald on SH1 should be extended substantially to reduce congestion. ADC should provide data on speed related accidents in the areas where changes are proposed

---

### 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):

The recent changes in the central area with a large 30kph restriction has no effect. ADC should provide statistics on accidents and incidents before and after the speed reduction to demonstrate that some public benefit has occurred. In this area the 30kph speed limit is only justified to extend the life of poorly designed paved roads. The 10kph zoned areas are a source of constant amusement, Can ADC show any reduction in accident frequency as a result of the somewhat silly speed limits?

---

### Q7

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

**Respondent skipped this question**

---