

## Christchurch City Council MINUTES ATTACHMENTS

**Date:** Thursday 25 May 2023  
**Time:** 9.30 am - Safe Speed Neighbourhoods  
**Venue:** Safe Speed Neighbourhoods  
Council Chambers, Civic Offices,  
53 Hereford Street, Christchurch

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# Safe Speed Neighbourhoods Hearings Panel

Gemma Dioni & Hannah Ballantyne  
25 May 2023

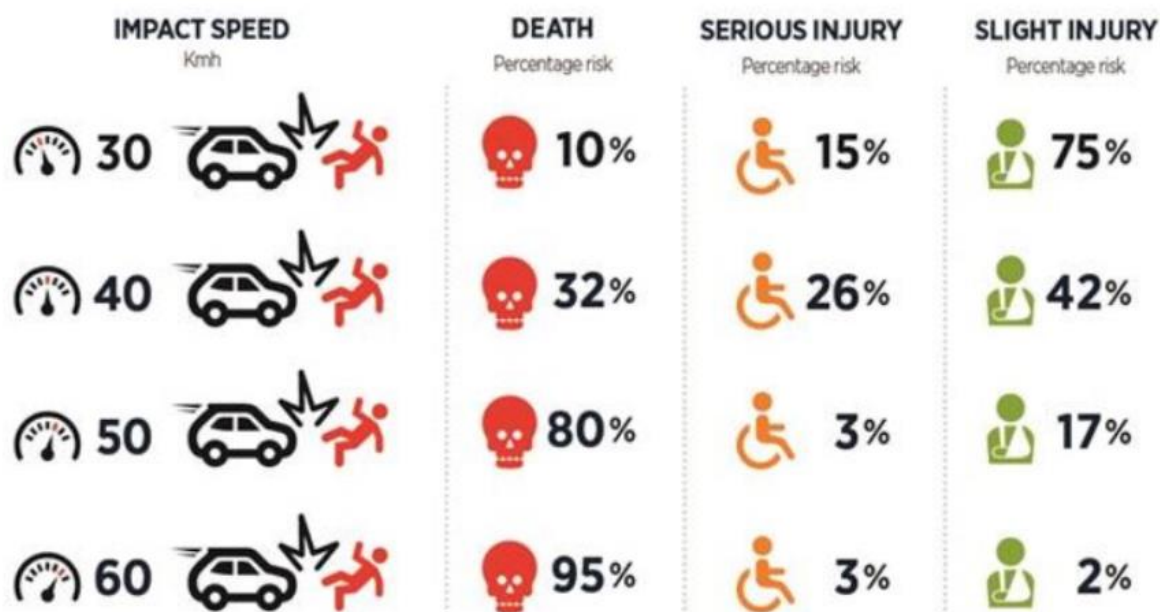


## Our Why?



## Speed always affects the consequences

### Death and injury risk percentages



Courtesy of Auckland Transport

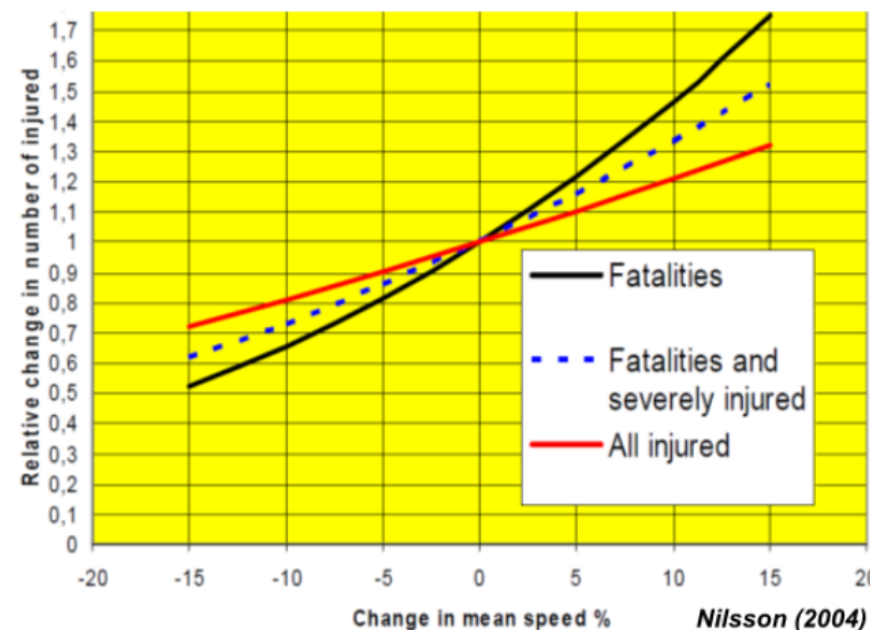


Target: Set safe speed limits around all schools by the end of 2027. Interim target of 40% of schools by 30 June 2024.



## Even small travel speed changes MATTER

- For every **-1%** speed reduction we see:
  - ≈ **-2%** all injuries
  - 3%** serious injuries
  - 4%** fatalities

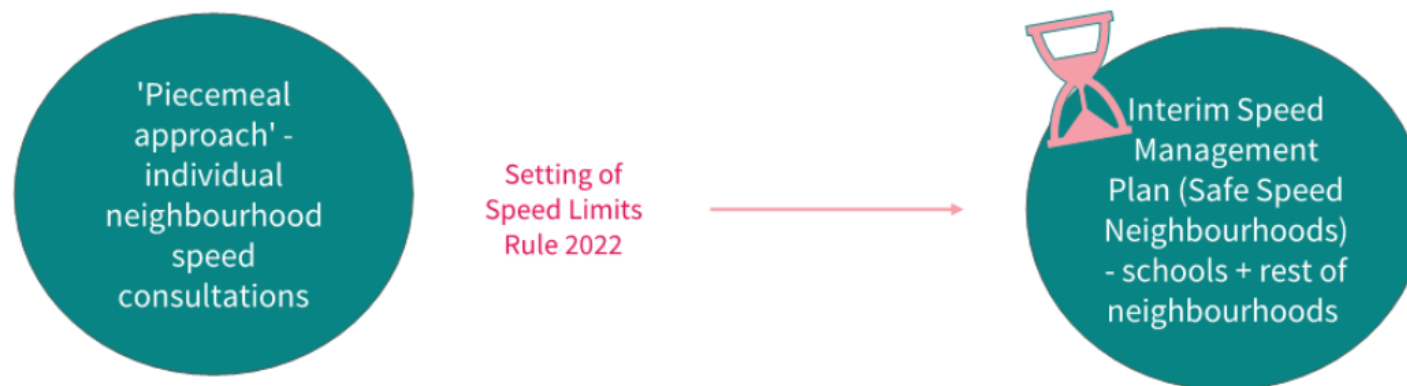


## Why safe speed neighbourhoods?

*We're making it safer around all schools and surrounding neighbourhoods. Whether you're visiting whanau and friends, letting tamariki walk, scooter or bike to school, or driving to work or home again, you should be able to do it safely.*



## Where does this fit in?



## What we consulted on

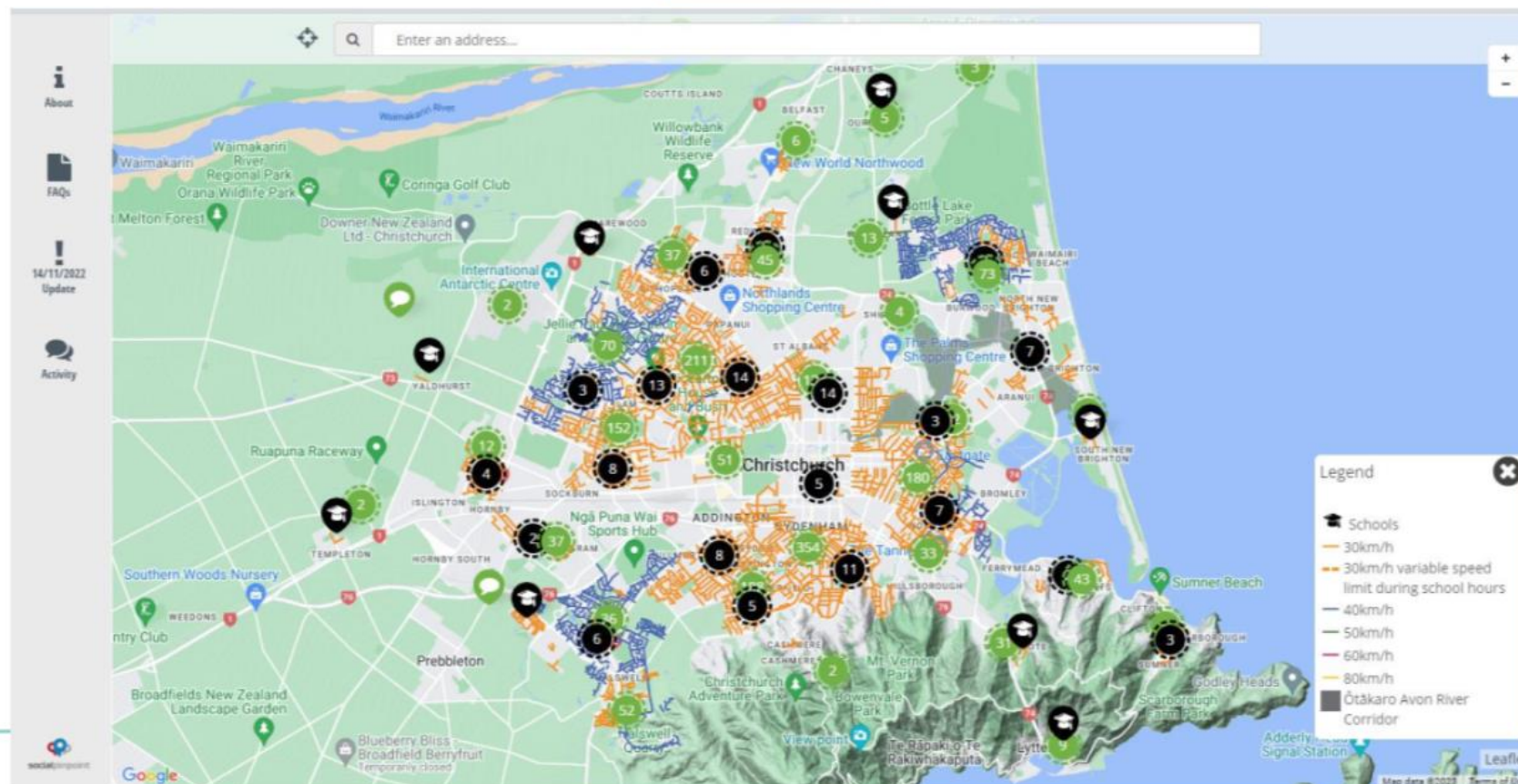
Schools Speed Limits	Slow Speed Neighbourhoods	Other Slow Speed Areas	Sub-divisions	Banks Peninsula
<ul style="list-style-type: none"><li>• 30km/h outside all schools</li><li>• Permanent or VSLs</li><li>• School zones to be treated instead of school entrances</li></ul>	<ul style="list-style-type: none"><li>• 10 over 2 years</li><li>• As per Long Term Plan (LTP)</li><li>• 40km/h speed limits</li><li>• Aligning with school zones</li></ul>	<ul style="list-style-type: none"><li>• Implementing the speed limit changes for CRAF, where supported</li><li>• Areas include Richmond, Linwood/Woolston and Sydenham/Somerfield/Waltham/Beckenham and Ilam</li></ul>	<ul style="list-style-type: none"><li>• New roads will be designed and signed as per the safe and appropriate speed as per the Speed Management Guide</li></ul>	<ul style="list-style-type: none"><li>• Undertake the remaining rural road and townships changes to complete the Banks Peninsula speed review</li></ul>

*As part of the Speed Management Program, the Bylaw clauses will be revoked while all new speed limits will also be entered into the National Speed Limit Register (NLSR)*



# Consultation

Closed for Comment



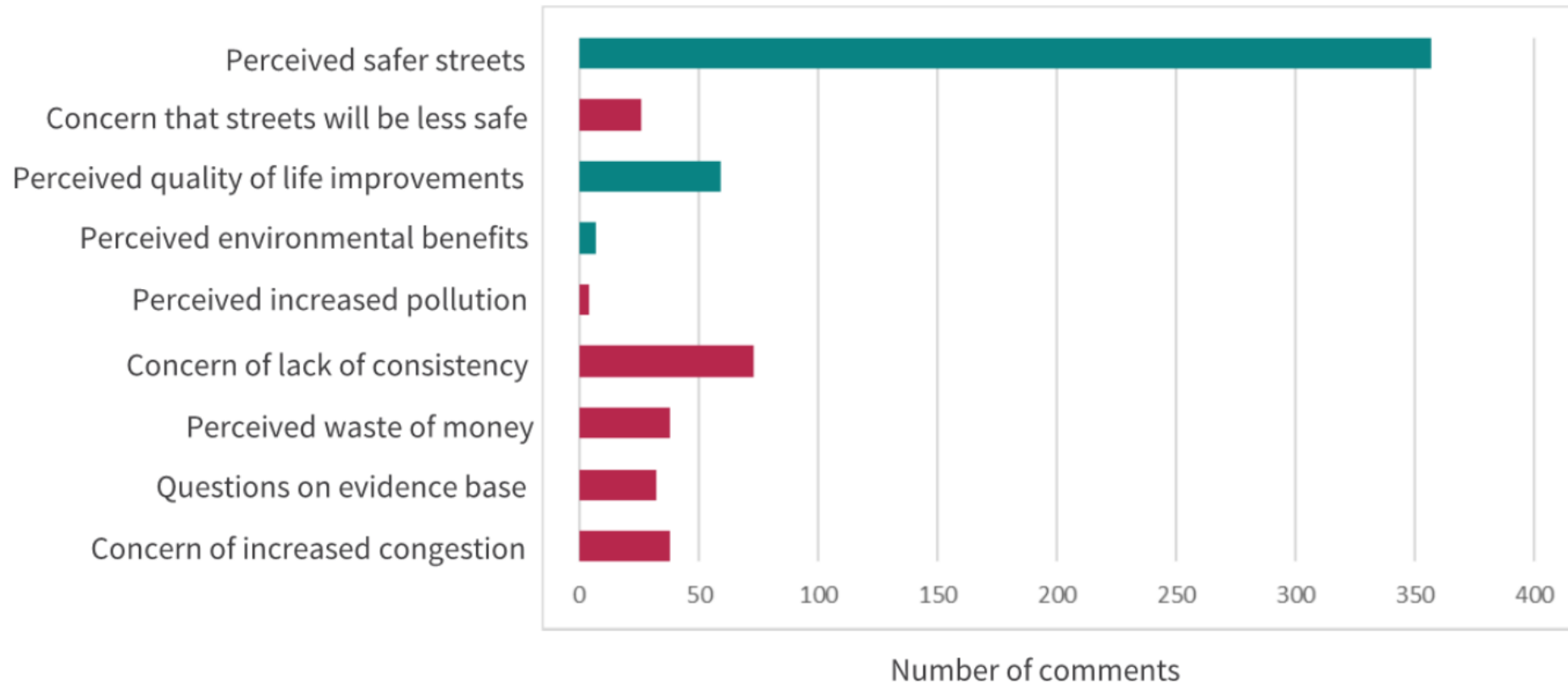
## Consultation Feedback

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- 2,008 comments were made by 1,139 unique businesses, organisations, and individuals
  - 1,859 comments on the [Social Pinpoint map](#)
  - 149 email submissions
- 458 comments (24%) clearly stated their support for the proposed changes, 230 (11%) clearly stated their opposition, while the remaining 1,320 (66%) were observations or specific requests.
  - Zone extensions (584)
  - Lower speeds than what have been proposed (103)
  - Higher speeds than what have been proposed (38)
  - Enforcements (125)
  - Traffic calming measures (509)
  - Variable speed limits around schools only (32)



## Key themes



## Suggested changes following consultation

- Reviewed areas and lowered where requested (+ a couple of clean ups/missed streets)

Further reduced speeds	Zone extensions
Burwood & Queenspark	Redcliffs Village
Avonhead	Heathcote Valley
Bexley	Redwood (Winters/Grimseys Roads)
Halswell	Cashmere/Dyers/Centaurus/Colombo intersection

- Newly affected residents have been sent letters to collect feedback, which will be presented to you before you make a decision.
- Other high-demand areas (such as New Brighton, Heathcote) have been noted and will be prioritised for future speed changes.
- If new zones are recommended, community consultation is required:
  - Letters out to affected residents now, feedback collected before a delayed decision-making meeting
  - Councillors recommend that certain neighbourhoods be prioritised in the draft Speed Management Plan implementation - recommended

# Questions

# Waihoru Spreydon-Cashmere-Heathcote Community Board SAFE SPEED NEIGHBOURHOODS



Te kaipāhō (Presenter): Callum Ward, Chairperson  
Keir Leslie, Deputy Chairperson





26 May 2023

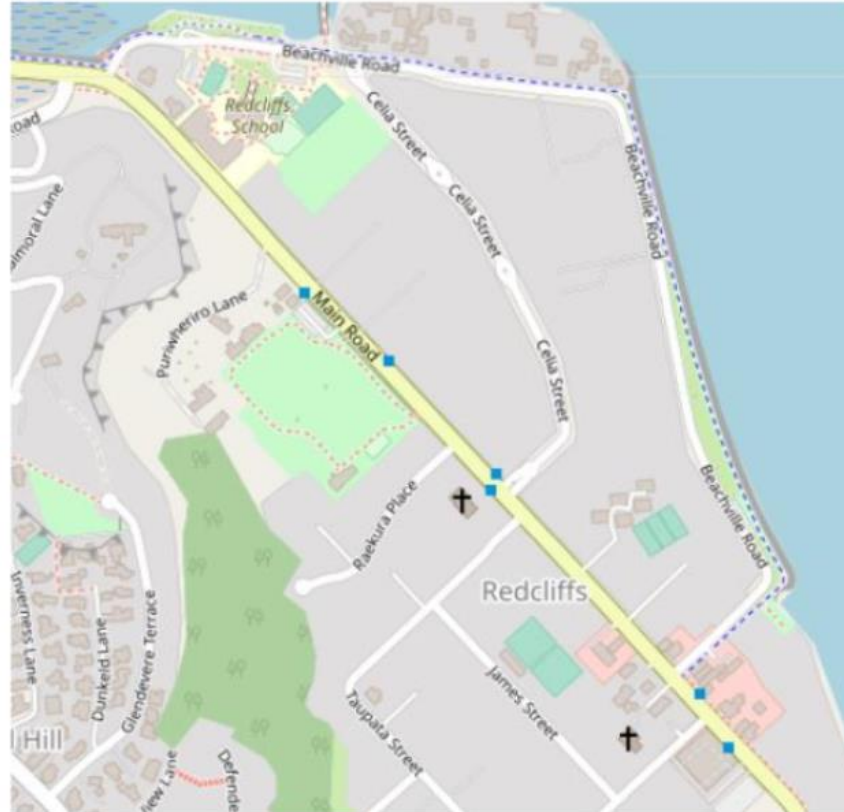
## Safer Speeds Submission

We know lower safer speeds

- Saves lives
- Prevents serious injuries
- Promotes healthy, low emissions travel

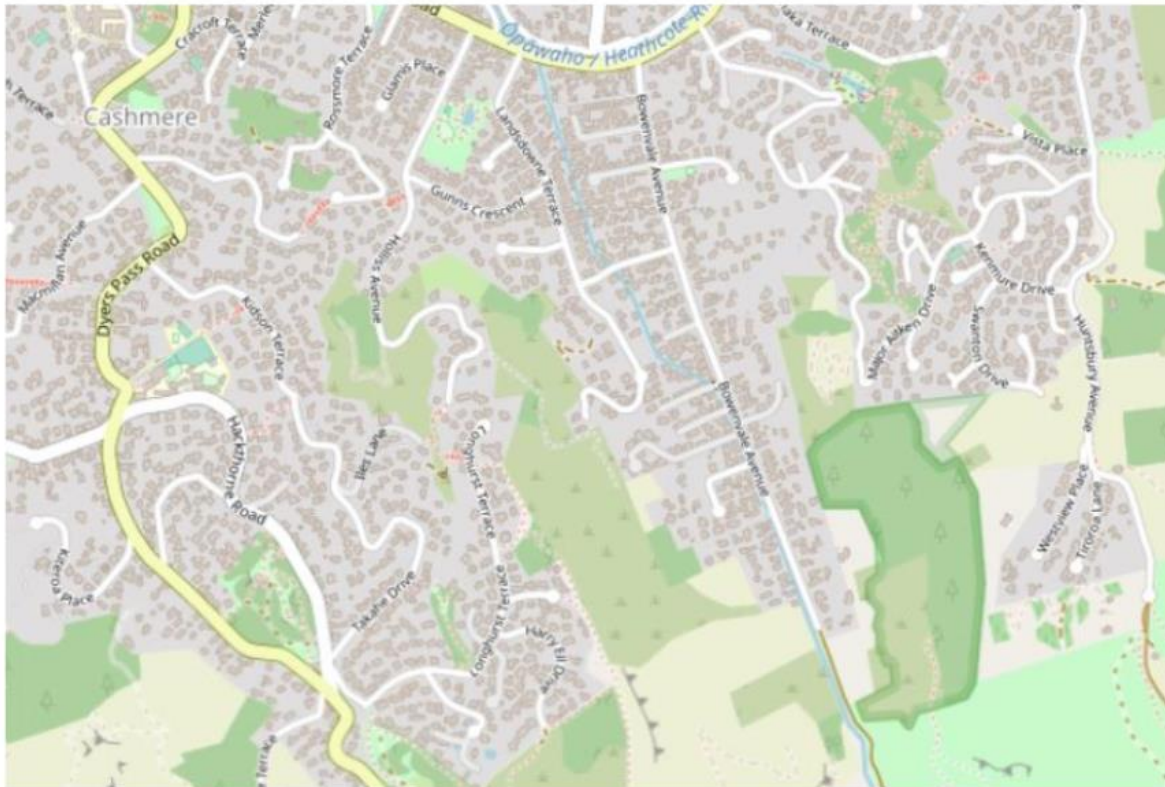
Creating a PowerPoint presentation

## Main Road around Redcliffs School



26 May 2023

## The hill areas of Cashmere, St Martins and Mt Pleasant



26 May 2023



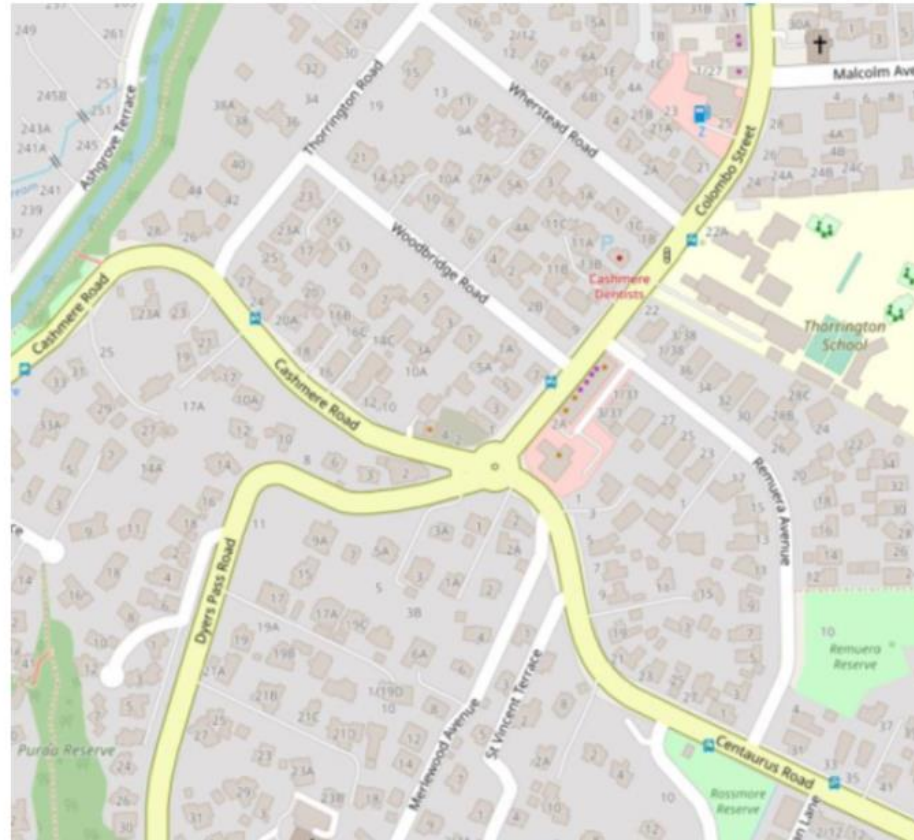
## Selwyn Street



26 May 2023



## Cashmere Road / Dyers Pass Road / Centaurus Road / Colombo Street roundabout



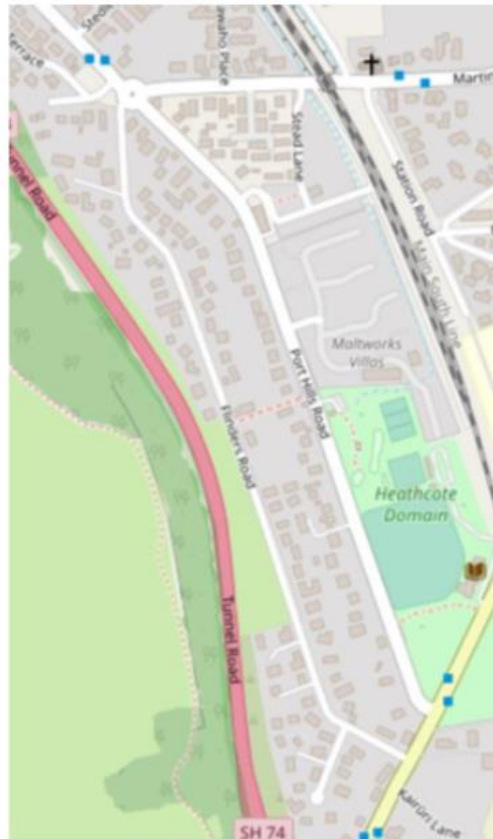
26 May 2023

## Cashmere / Wilsons / Centaurus Roads roundabout



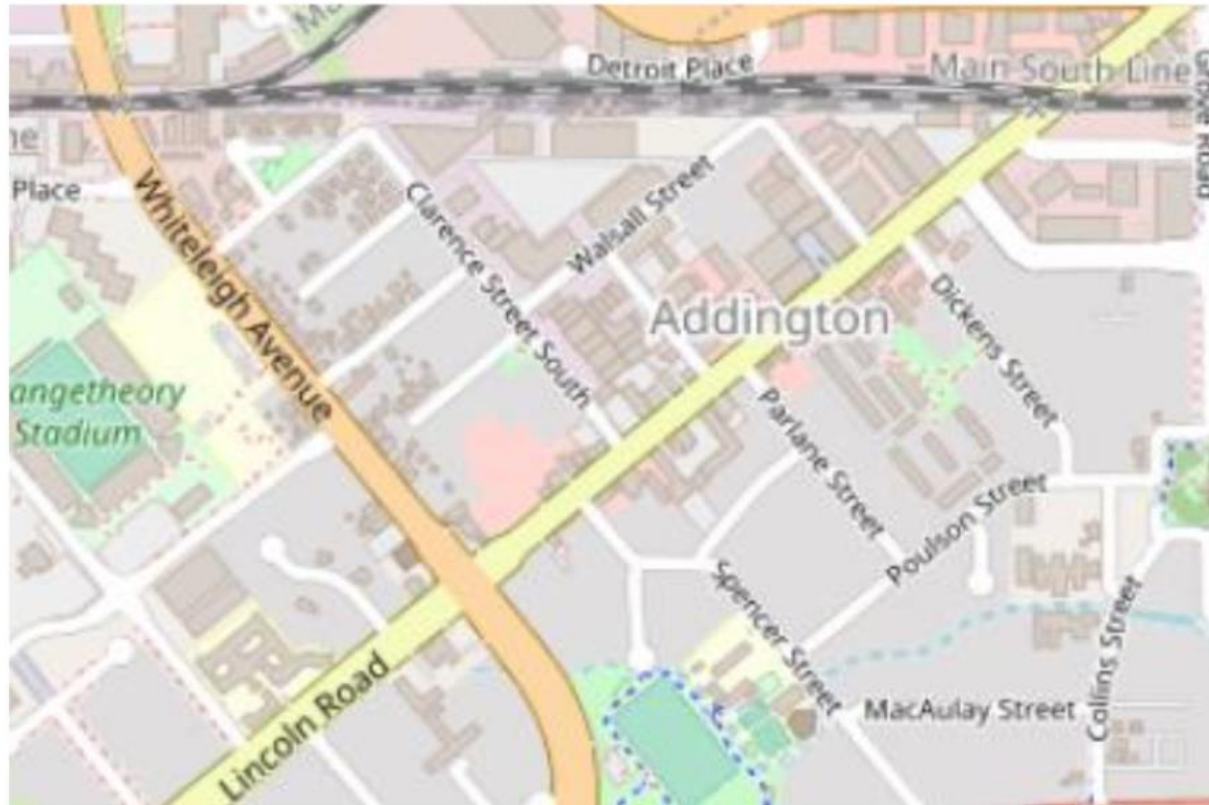
26 May 2023

## Flinders Road



26 May 2023

## Lincoln Road, Whiteleigh Avenue and the railroad



26 May 2023



## Please also include:

### Safe Speed Zones around Pre-schools



### Slower Speeds in Cracroft



**Thank you**  
**Ngā mihi nui**

Safe Speed Neighbourhoods Hearing 25 May 2023

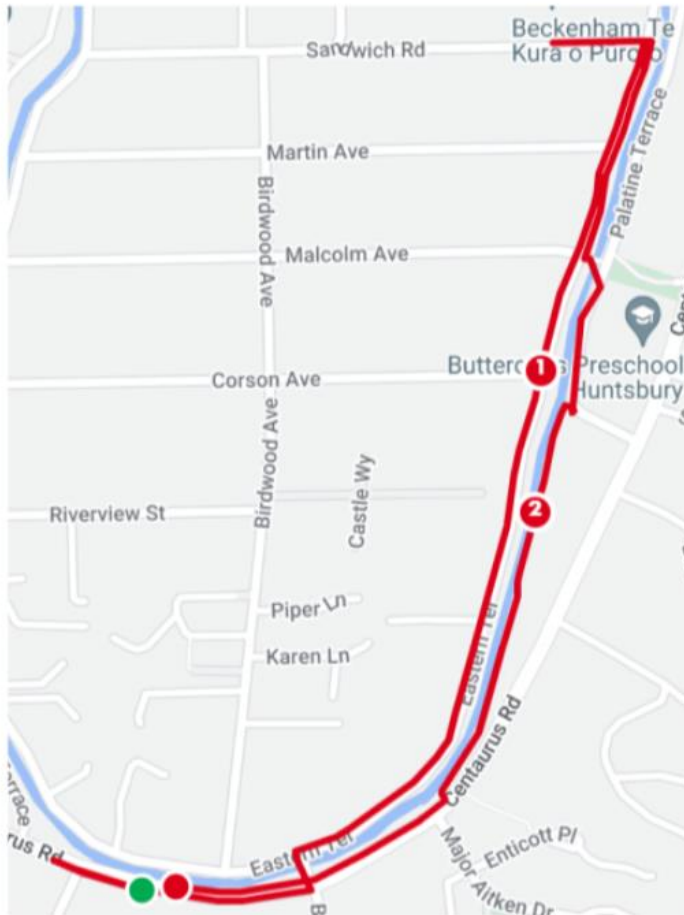
Wayne Keen 10.20am











## Route to school

- 80% in proposed 30 kmh zone
- supervised zebra crossing on Centaurus Rd

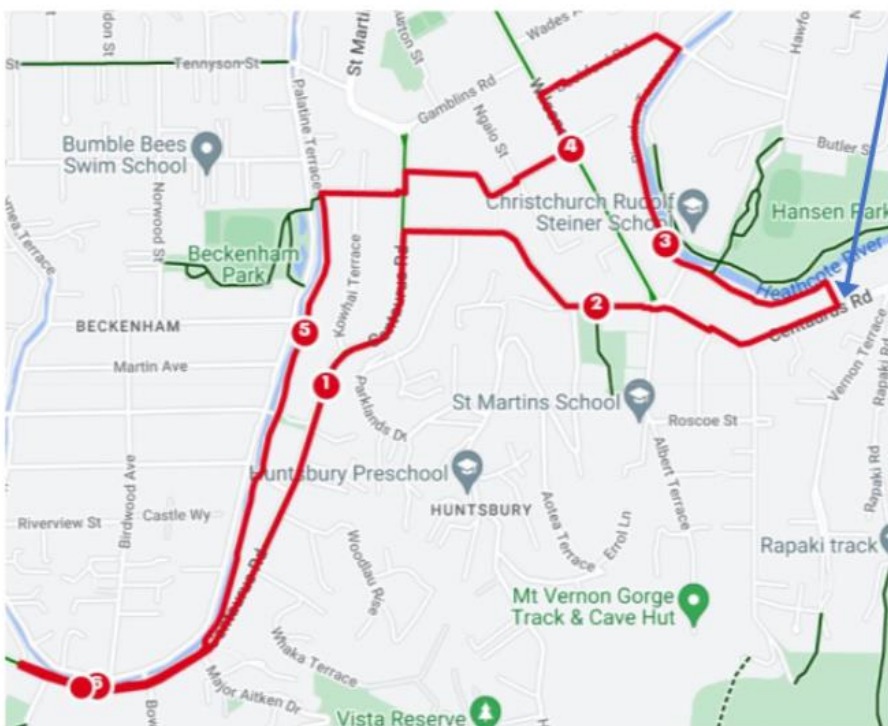


But also

- crossing Landsdowne Terrace
- crossing Bowenvale Ave
- cycle lanes not suitable for kids
- pavements impassable on bin day
- many, many driveways to cross



## But we also cycle to... cubs



### Direct route

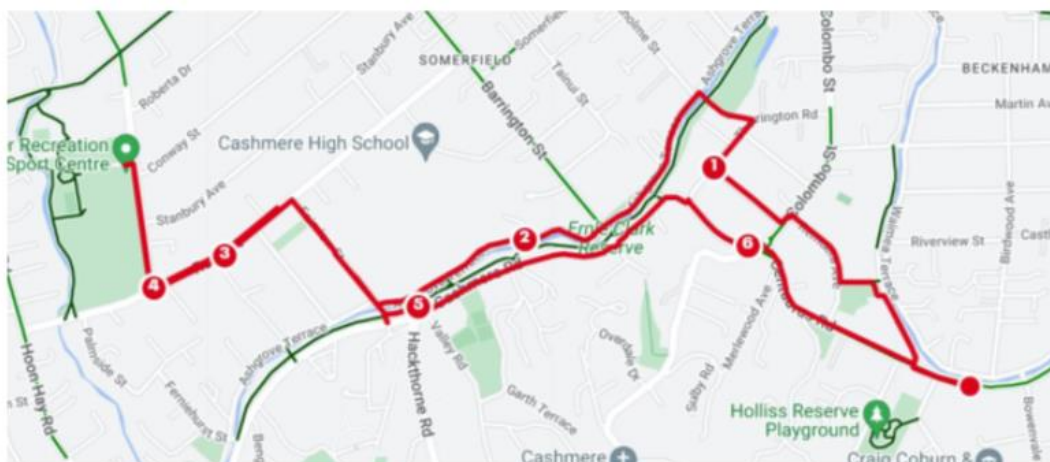
- 2.5km
- not in any reduced speed zone
- right turn at Centaurus intersection

### Longer route

- 4 km
- 90% in 30kmh zones
- crosses St Martins Rd (or Gamblins roundabout) in 50kmh zone
- off road sections!



But we also cycle to... swimming



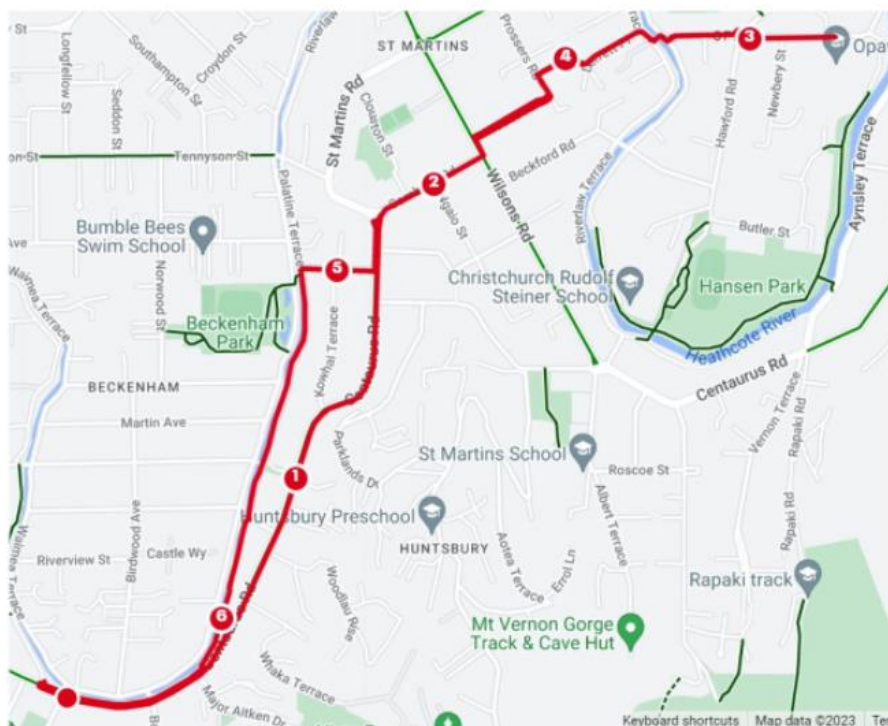
### Direct route

- 3 km
- Less than 50% in reduced speed zone
- Centaurus/Dyers Pass roundabout
- Cashmere/Barrington roundabout

Longer route

- 4 km
- 90% in 30 kmh zones
- crosses Centaurus Rd in 50kmh zone
- crosses Columbo in 50kmh zone
- crosses Barrington in 50kmh zone
- off road sections!

## But we also cycle to... band practice



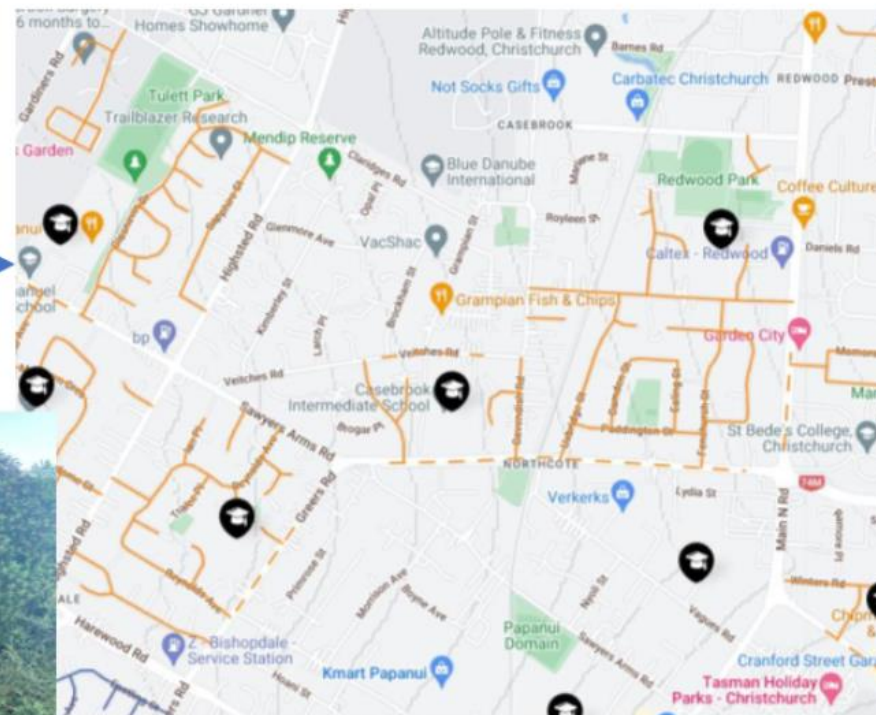
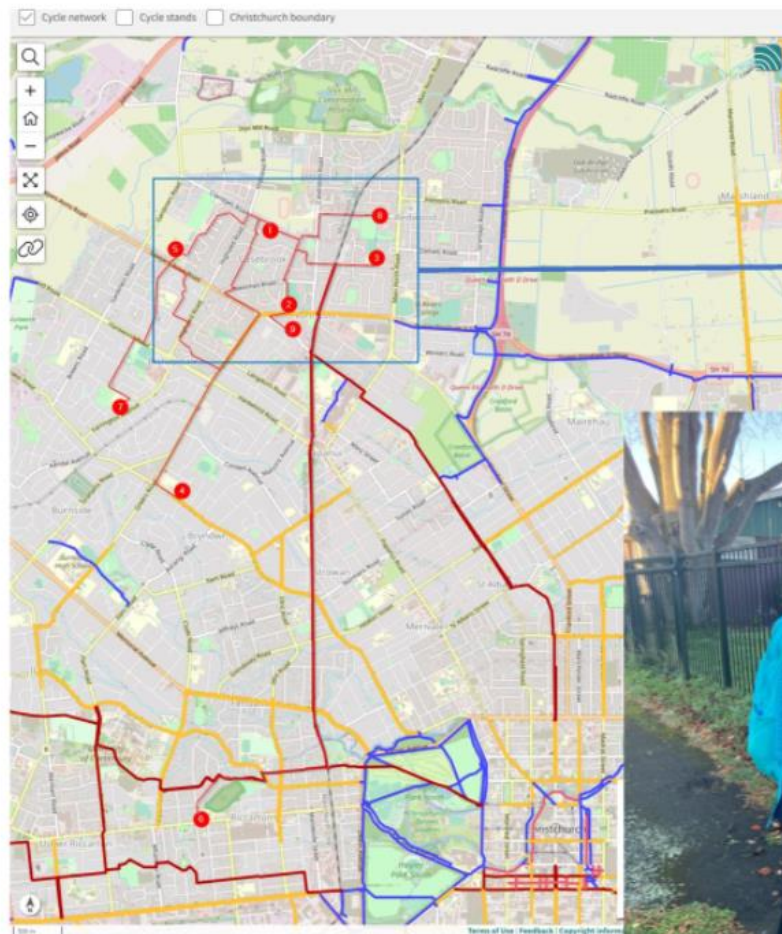
### Direct route

- 3 km
- <50% in reduced speed zone
- crosses St Martins Rd (or Gamblins roundabout) in 50 kmh zone

### Longer route

- 3.5 km
- 80% in 30 kmh zones
- crosses St Martins Rd (or Gamblins roundabout)
- off road sections!

And it's on bin day!



- cycles to school, dance class, after school club, family dinners, youth club.
- almost none of her routes will be in the new 30kmh zones.
- can't operate the bus bike carriers.
- doesn't feel safe on some off street cycle routes (uni-cycle, Papanui parallel).



Directions for one route home to Wairakei School (4 times a week, 4pm – 8pm)

- Rides up Opal Pl,
- Turns left into Claridges Rd
- Turns left into alleyway to Mendip Reserve avoiding the Hightstead Rd/Claridges Rd roundabout and the Highstead Rd/Sawyers Arms Rd roundabouts
- Heads down Mendip Pl, turning left onto Glenmore Ave then quickly right onto Kimberley St
- Turns right on Veitches Rd, but rides the footpath and turn right onto Saywers Arms Rd footpath
- Gets off bike and crosses Sawyers Arms Rd a bit past Blairdon Pl to ride on footpath
- Staying on the footpath, turns right onto Greers Rd and crosses Greers Rd at the pedestrian lights opposite Bishopdale School
- Joins the road being highly cautious of turning traffic when passing the Langdons Rd/Greers Rd intersection
- Crosses with the lights at Harewood Rd/Greers Rd, but needs to join the footpath again on Greers Rd as there is no space
- Rejoins Greers Rd once past Ardmore Pl
- Goes back to the footpath when Greers Rd has the kink where it meets Grahams Rd as cars leave no space when staying on Greers Rd
- Rejoins Greers Rd and turns left at Greers Rd/Wairakei Rd traffic lights
- Turns left into Wairakei School driveway.



- Connectivity - The new plan has an island of slower speed around most schools. Many journeys need to move from one island to the next, often crossing major routes at points with no crossing facilities.
- Pinch points – it only takes one unsafe point on a route to make it unfeasible.
- Protected cycles routes - these aren't "gold-plated" or "OTT" to a seven year old, they're essential.
- Cyclists need to use "major" roads to get places too.

Safe speed neighbourhoods 541 - Simon KINGHAM Oral Submission 25<sup>th</sup> May 2023 – NOTES

I am a Professor of Geography at UC, teaching and researcher urban issues including transport.

I am also seconded 2 days a week as the Ministry of Transport's Chief Science Advisor where I provide advice about the evidence base of transport policies.

Lowering speed limits is an **obvious no brainer policy** for the health, safety and wellbeing of our city and its residents. The purpose of the transport system is to improve people's wellbeing, and the liveability of places. There is so much compelling evidence that widespread 30kmh speed limits deliver this.

1. **Reduce risk of death**
  - Over 1/3<sup>rd</sup> of all road fatalities speed related
  - Over 50% for youth (under 25s)
2. **Significantly reduces risk of serious injury**
3. **Reduces health inequalities**
4. **Saves fuel**
5. **Reduces air pollution**
  - 2000+ deaths p.a from NO<sub>2</sub> from vehicles.
  - NO<sub>2</sub> emissions are minimised at 20kms speed limit
6. **Reduces GHG emissions. Emissions minimised at 30km/h (for cars)**
7. **Reduces noise**
8. **Encourages walking and cycling**
  - Slower speeds make active travel feel safer
  - NZ is a leader in obesity!
9. **Enhances mental health**
10. **Strengthens community**
  - slow streets are play streets
  - and bumping streets
  - people know neighbours
11. **Does not cost any significant time!**
  - And saved time is not used well anyway (heaps of research show this)

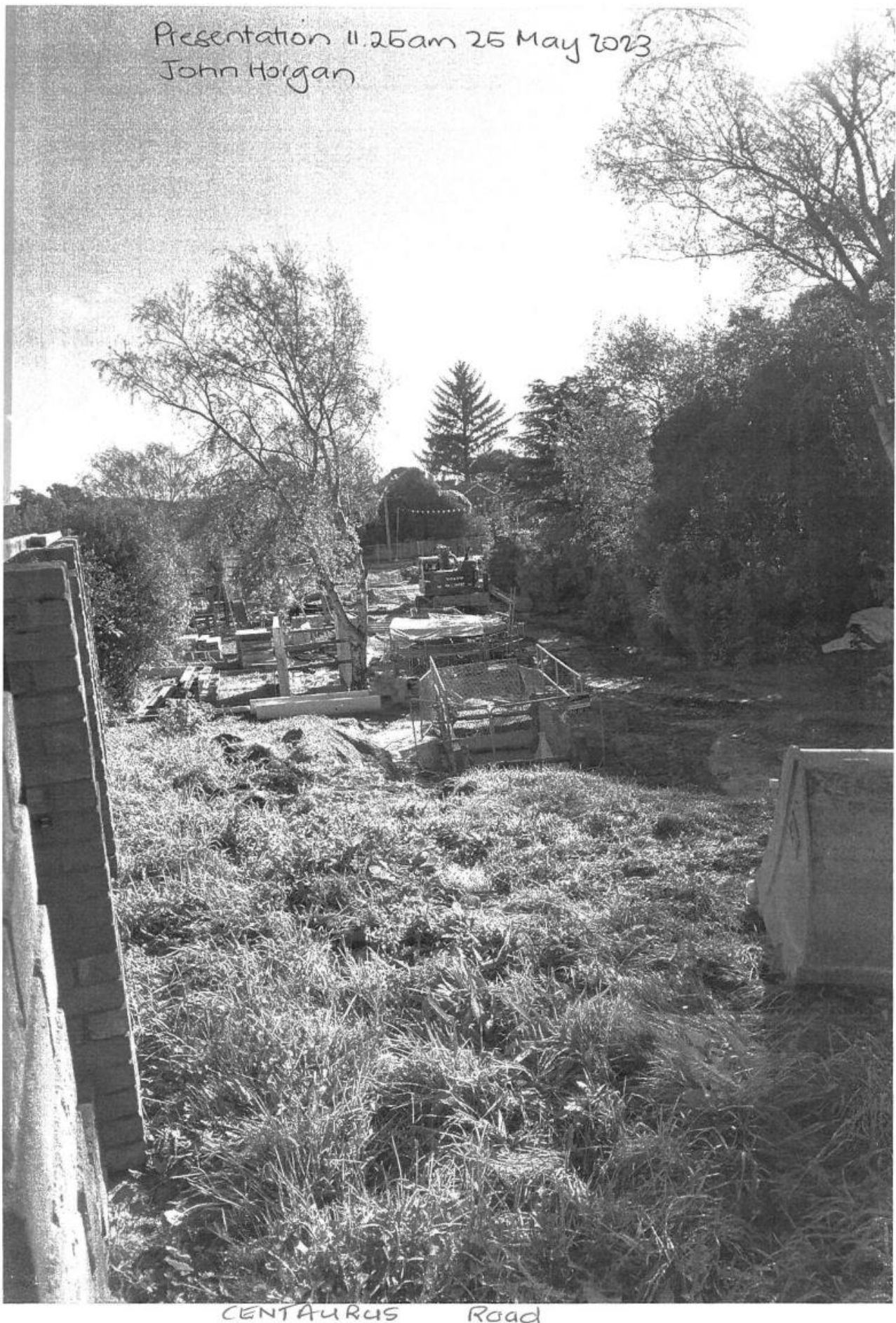
*This is not radical*

- 28 m people in UK live in existing or proposed 20mph speed limit areas
- The General Assembly of the United Nations endorsed 30km/h speed limits in 2020.
  - Global Road Safety Experts and Ministers from 130 countries adopted the "Stockholm Declaration" at a road safety conference on 20<sup>th</sup> February 2020. It requires 30km/h (20mph) limits where vulnerable road users and vehicles mix - for safety, air quality and climate action.

The benefits are greatest at 30 km/h (not 40, not 50).

We should have 30km/h speed limits on all residential streets

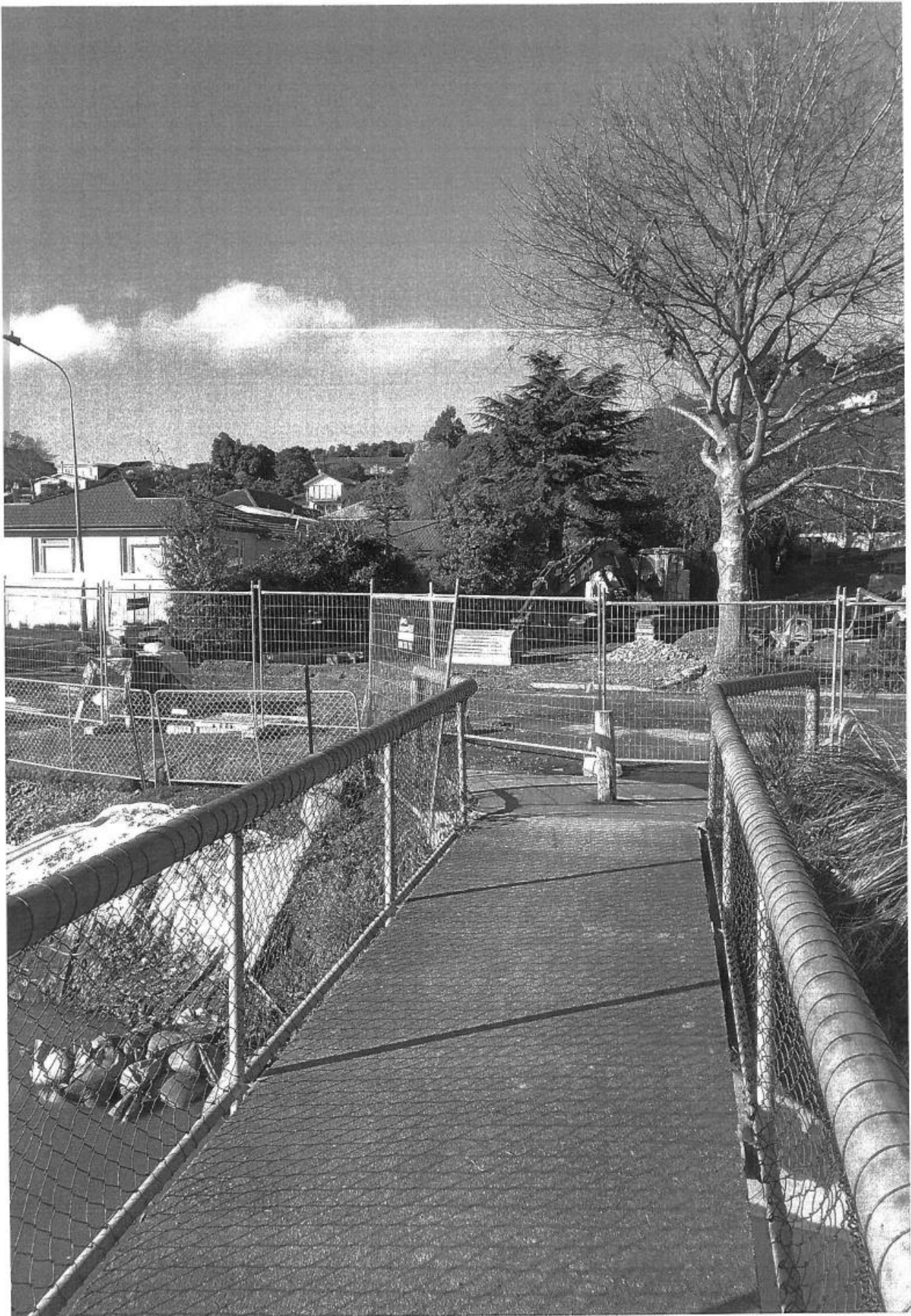






CNR Centaurus + Wilsons Rd









# Safe Speed Neighbourhoods

Comments on improving implementation

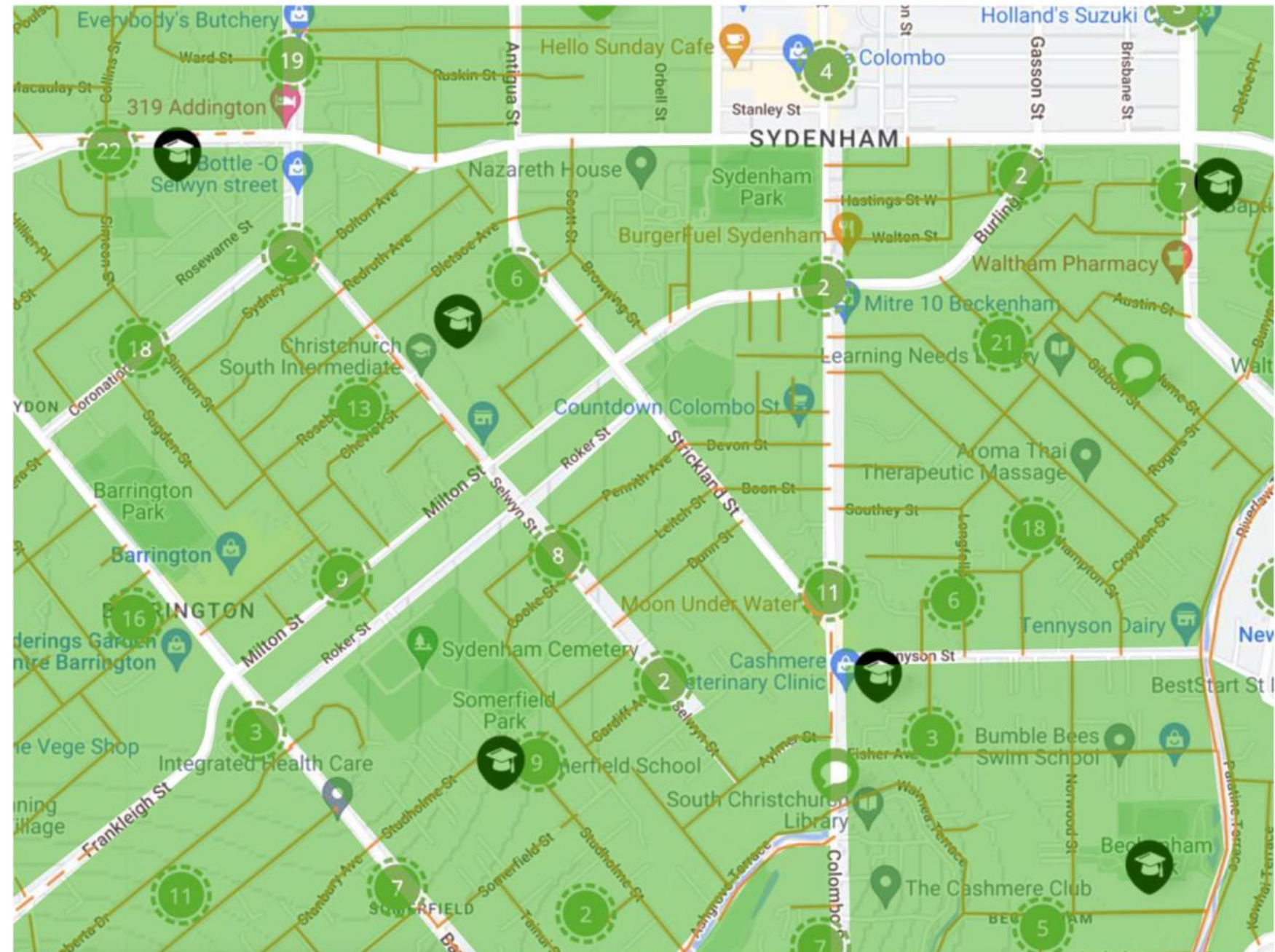
David Ivory Jan 2023



[illegible]

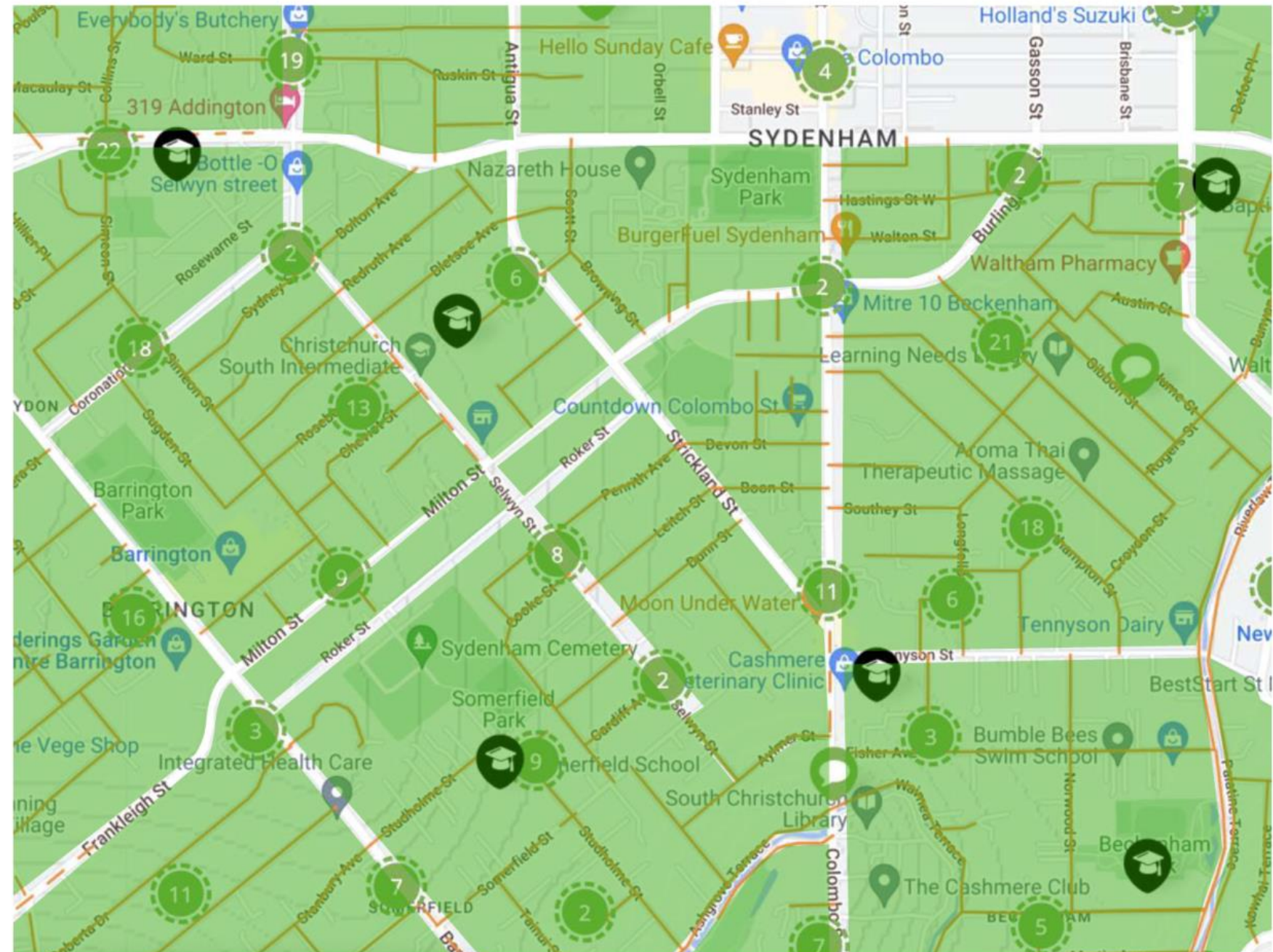


**Show the  
Neighbourhoods**  
How we communicate  
what is proposed is  
important





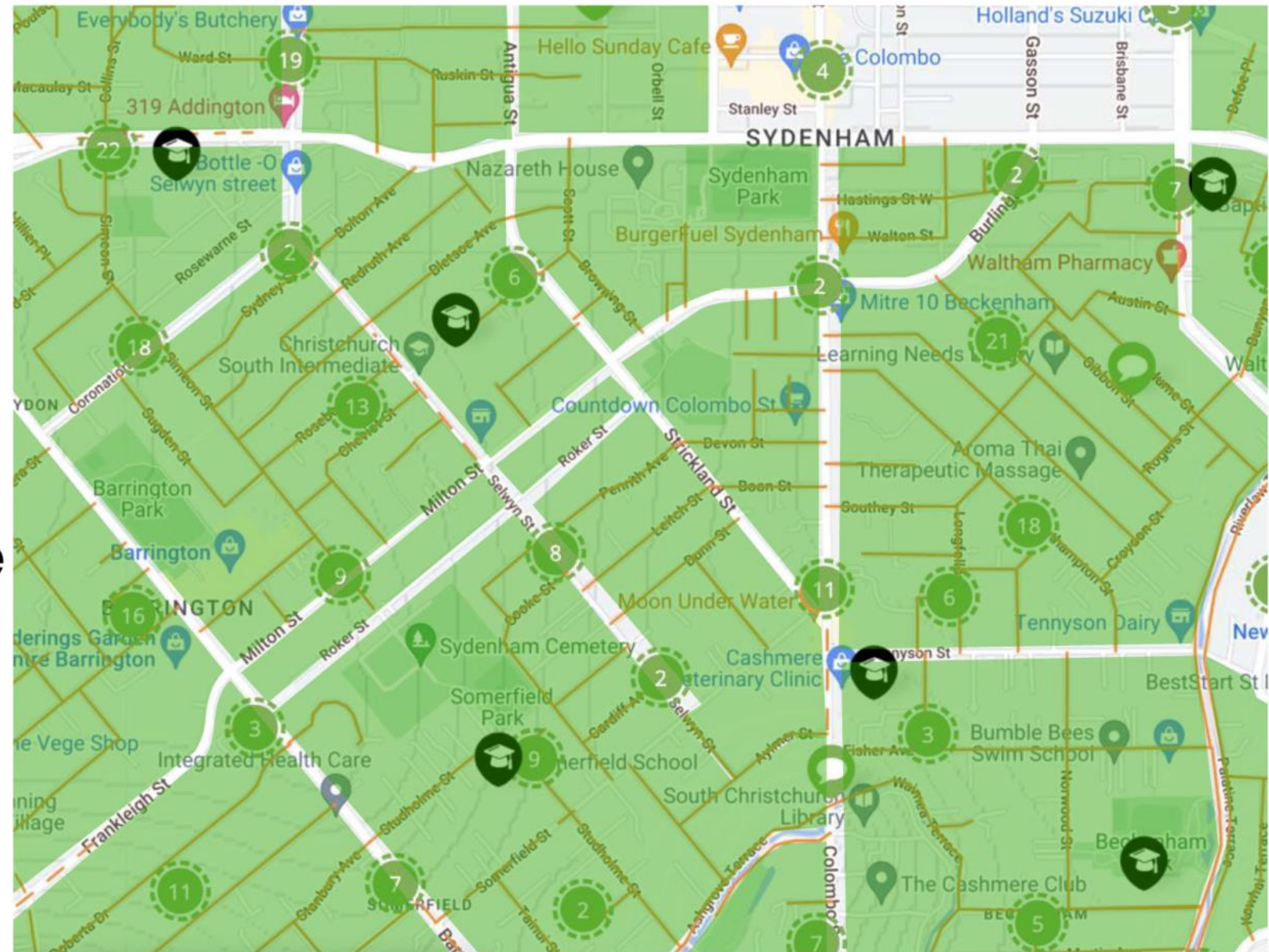
**By showing low speed  
neighbourhoods not  
streets we expand  
understanding**





## Reveal The New Reality

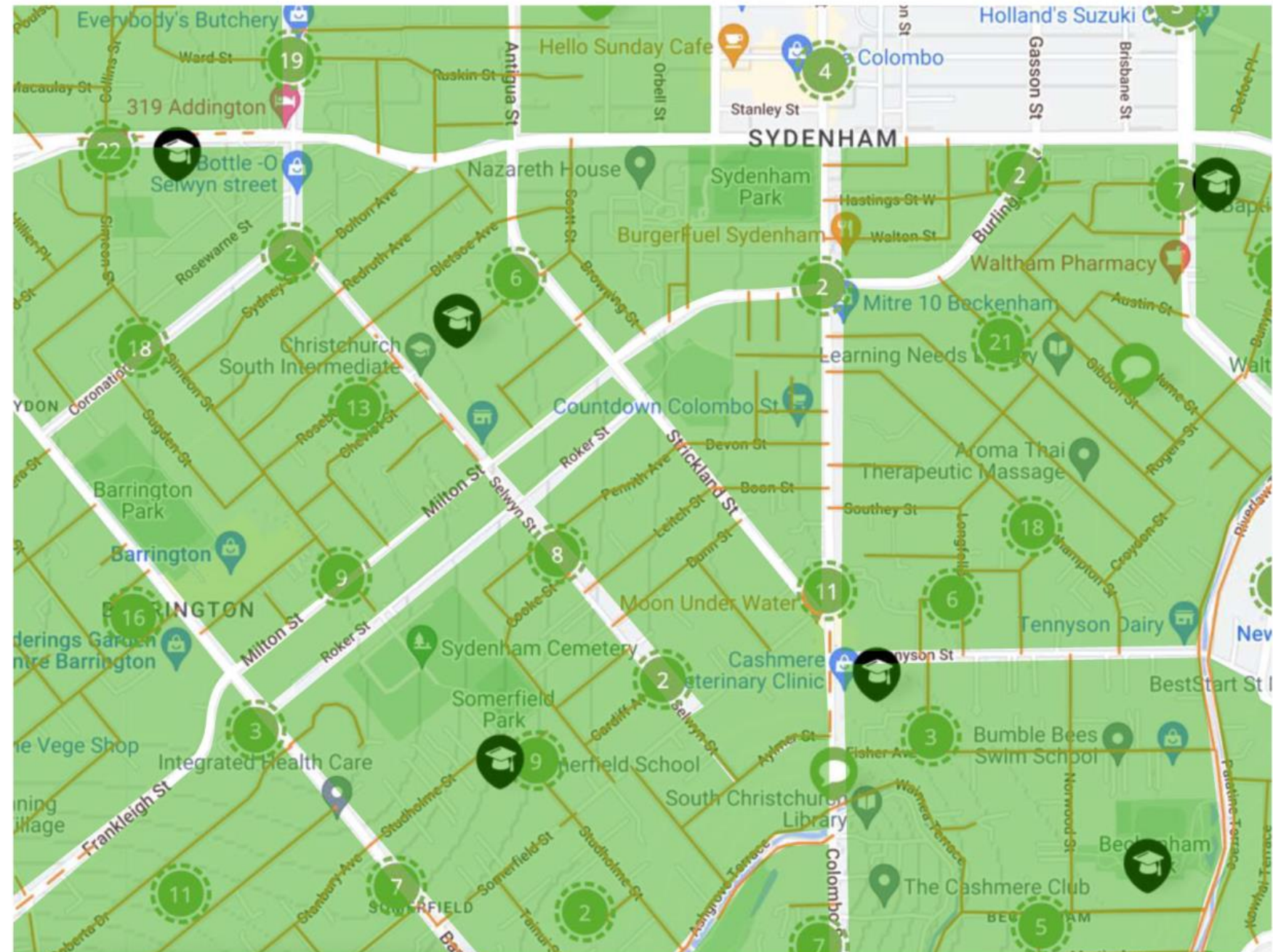
It's obvious now that we have created a series of low speed islands





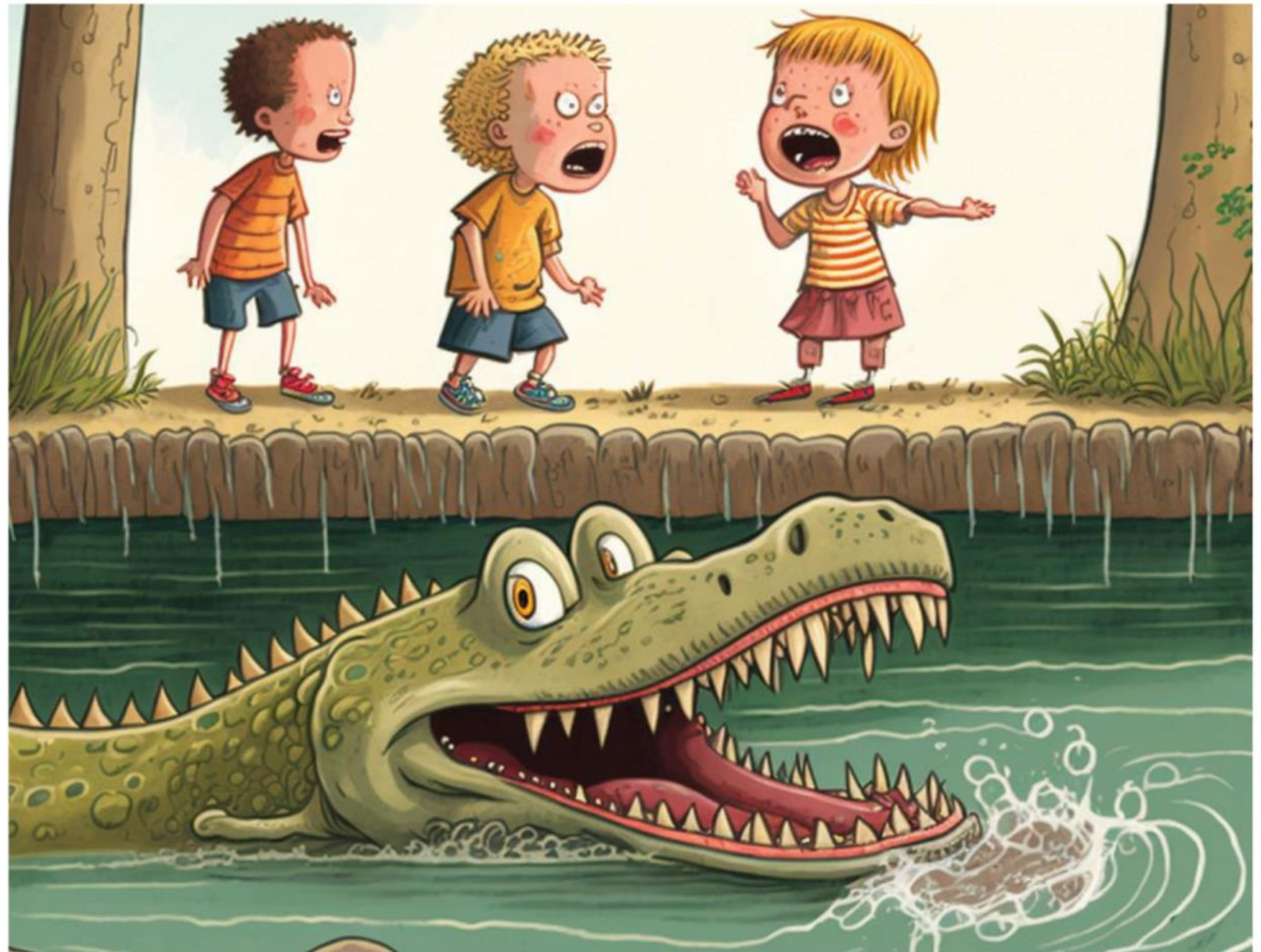
# Islands Separated by High Speeds

Within the islands we  
have safer  
neighbourhoods





**Between Islands  
there is danger**  
**Waterways filled with  
hungry crocodiles**





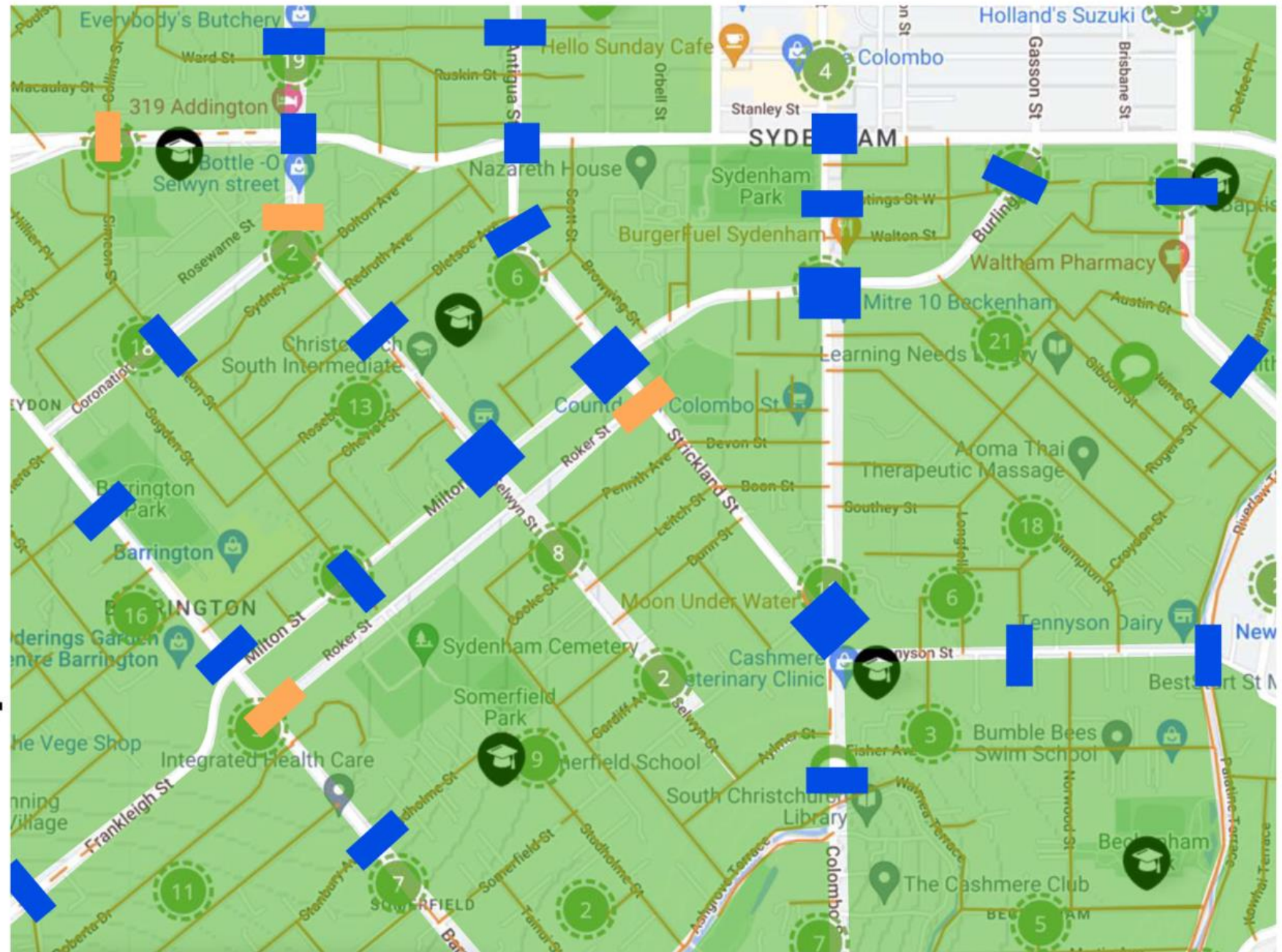
## Islands Need Connections

Crossing points need to  
be identified and  
constructed to make for  
safe movement  
between islands





**Islands Need  
Connections**  
Crossing points should  
be identified and  
constructed to make for  
safe movement  
between islands



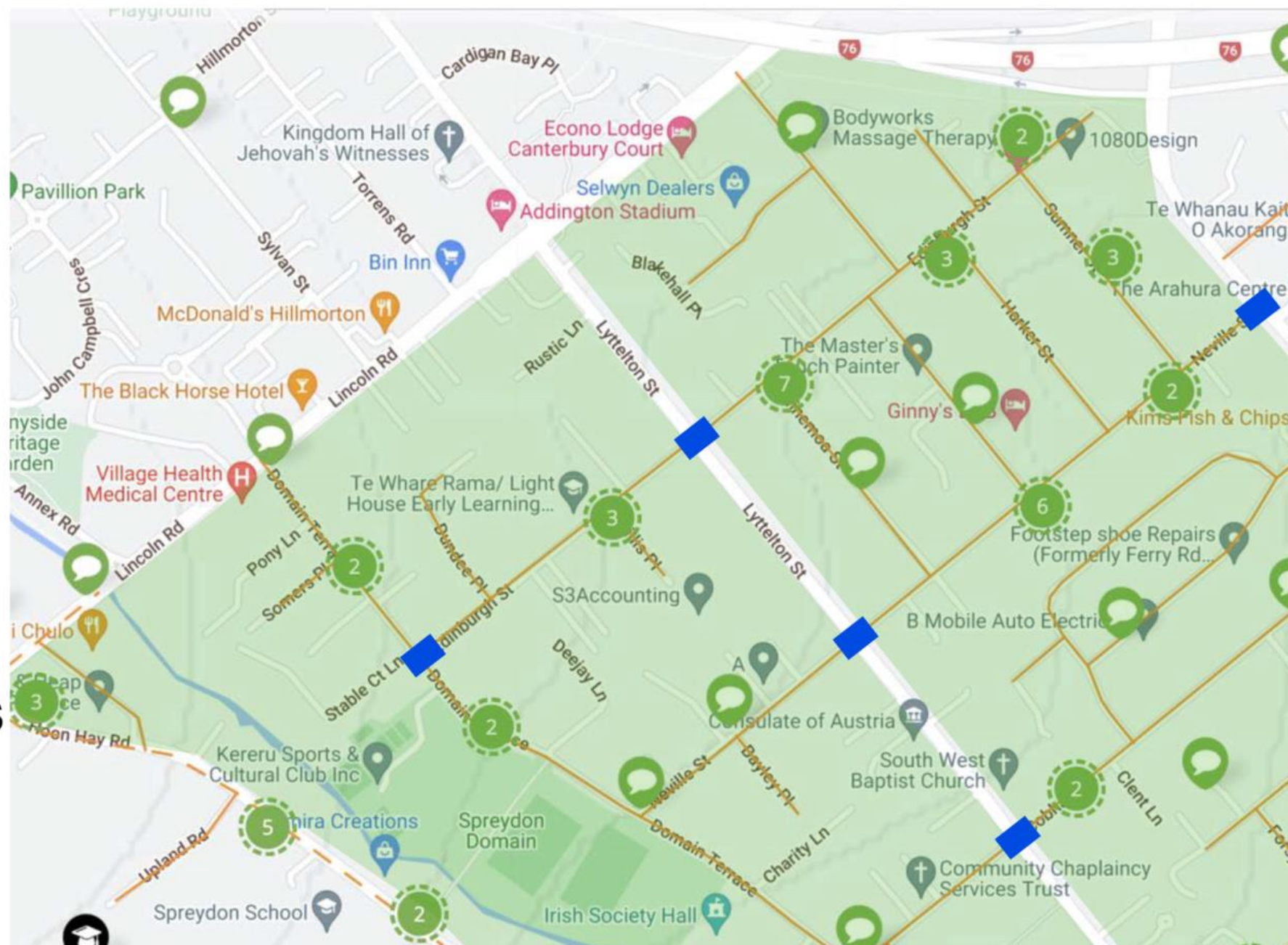


**Detailed Example**  
Either side of Lyttleton  
Street are some safe  
speed neighbourhoods  
- this is excellent but...





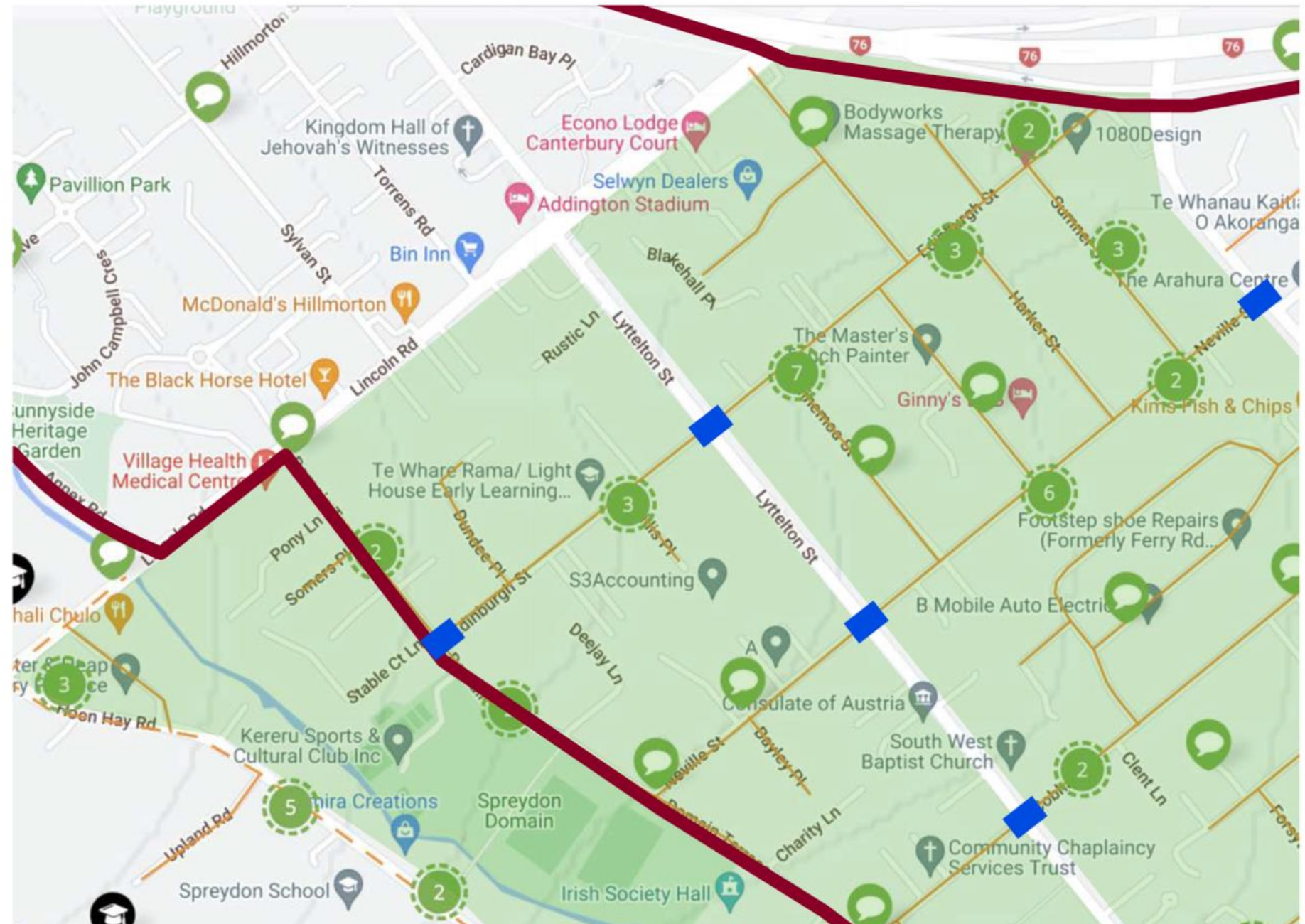
**Detailed Example**  
Either side of Lyttleton  
Street are some safe  
speed neighbourhoods  
- this is excellent but  
**Where are the  
crossings?**





# Major Cycleways

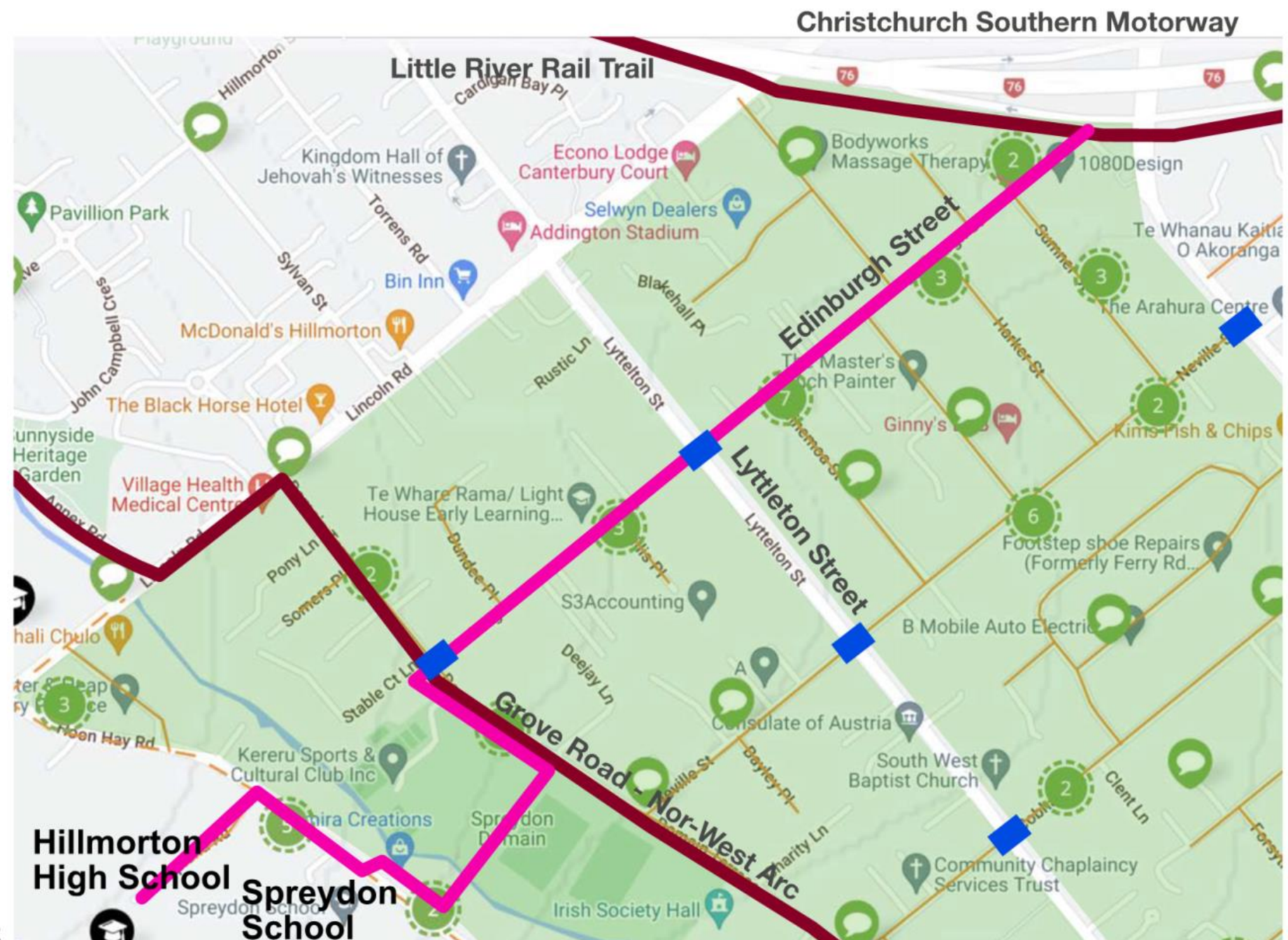
We need to overlay  
the Major Cycleways  
and integrate them  
with the Safe Speed  
Neighbourhoods





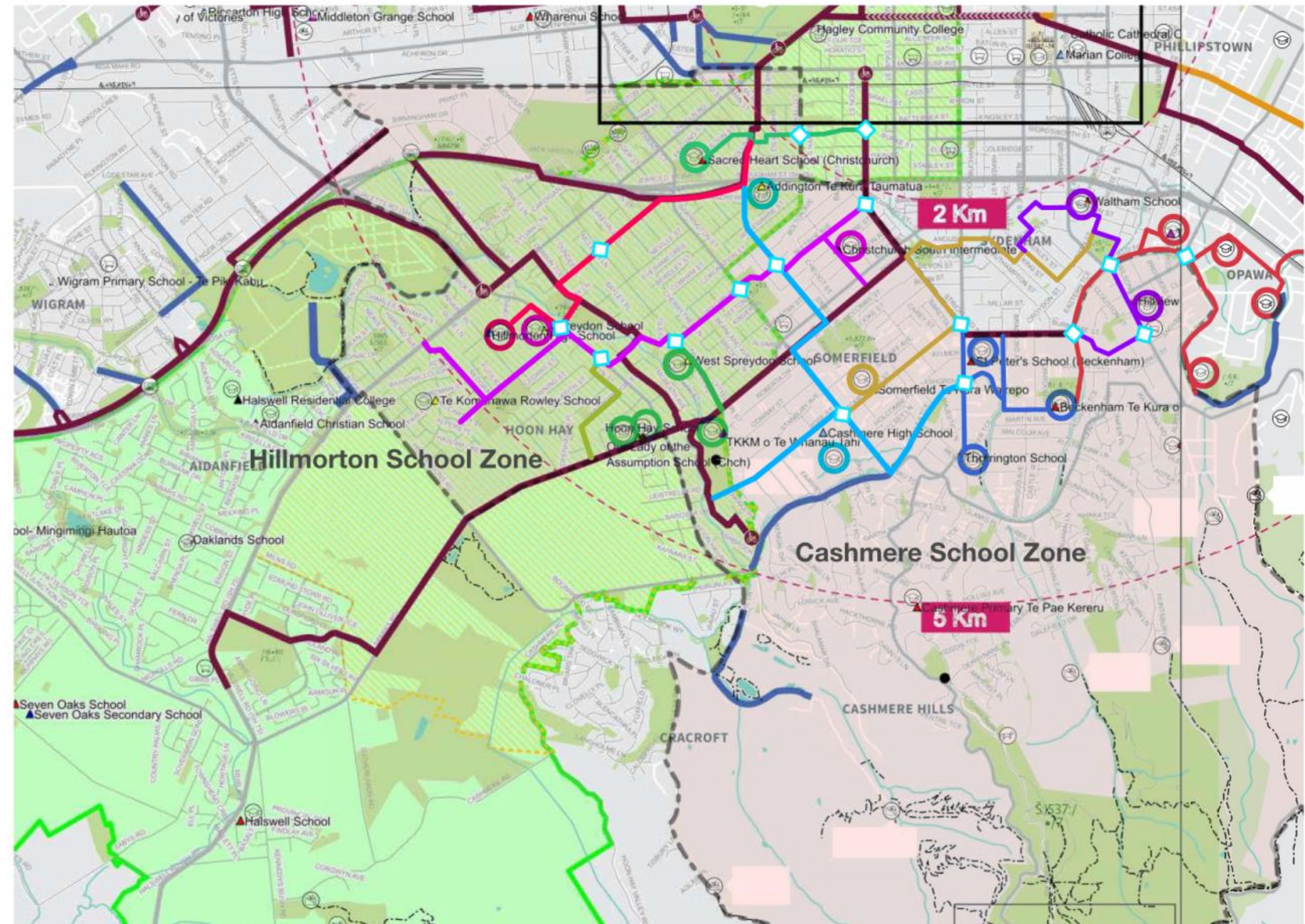
## Cross Links

Edinburgh Street is a safe quiet now low speed street and with good crossings will connect Major Cycleways to Schools





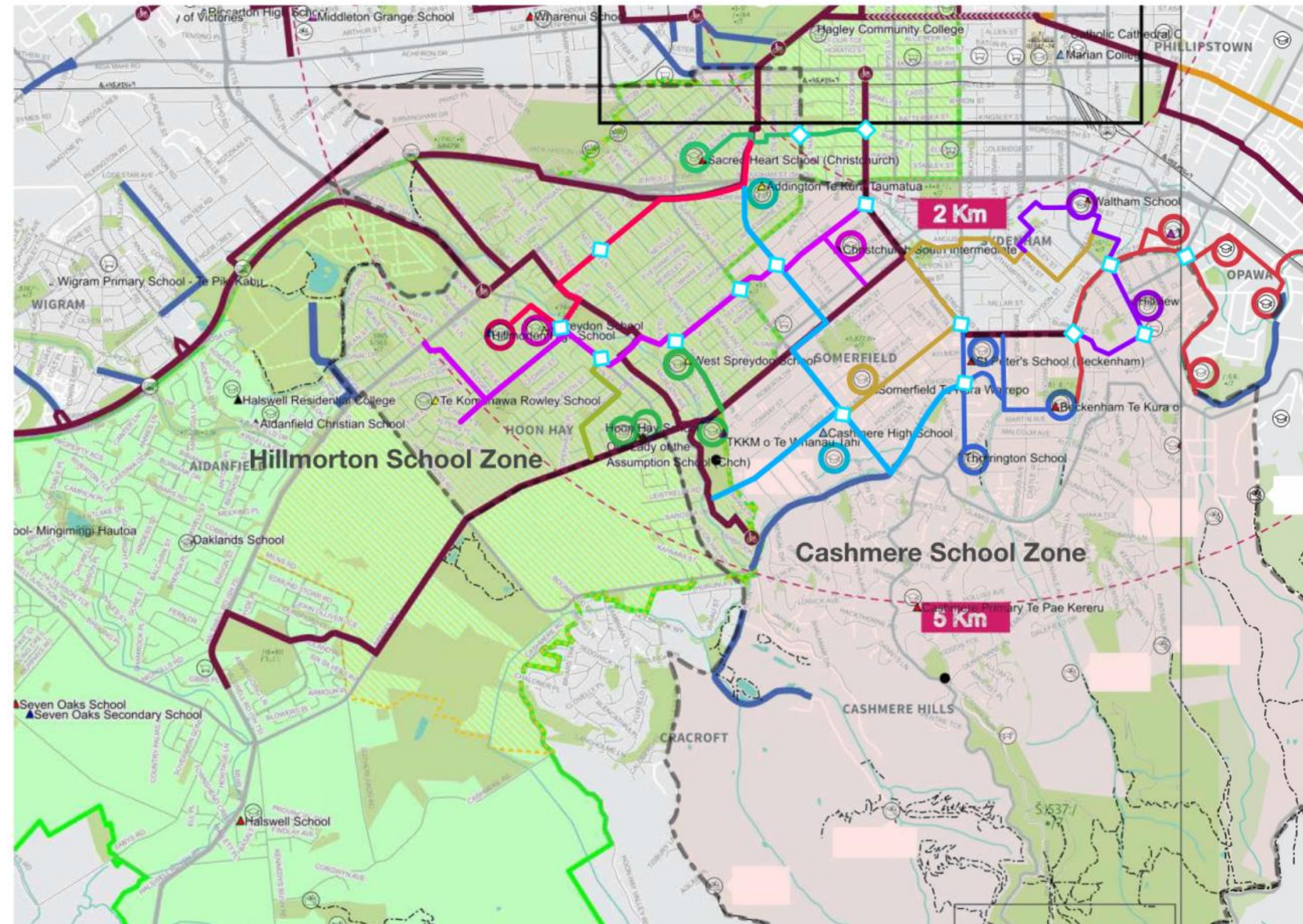
# Cycle to School Safe Neighbourhoods means we can implement safe cycle routes to all schools





# Routes to School

If we get the crossings built across busy roads between islands

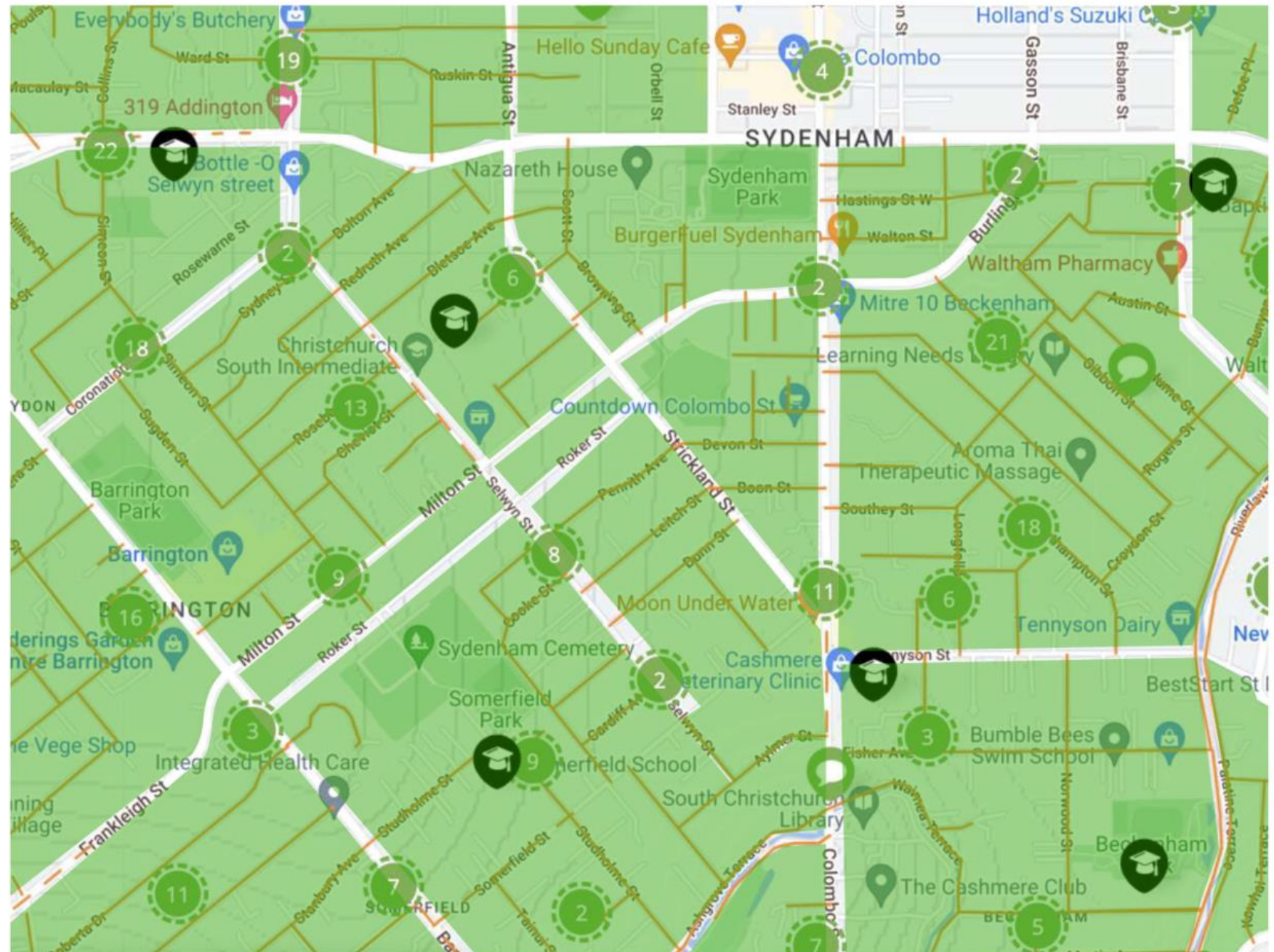








**Communicating intentions is key**  
**When we think of neighbourhoods as blocks - or islands - we can consider better ways to design at street level**



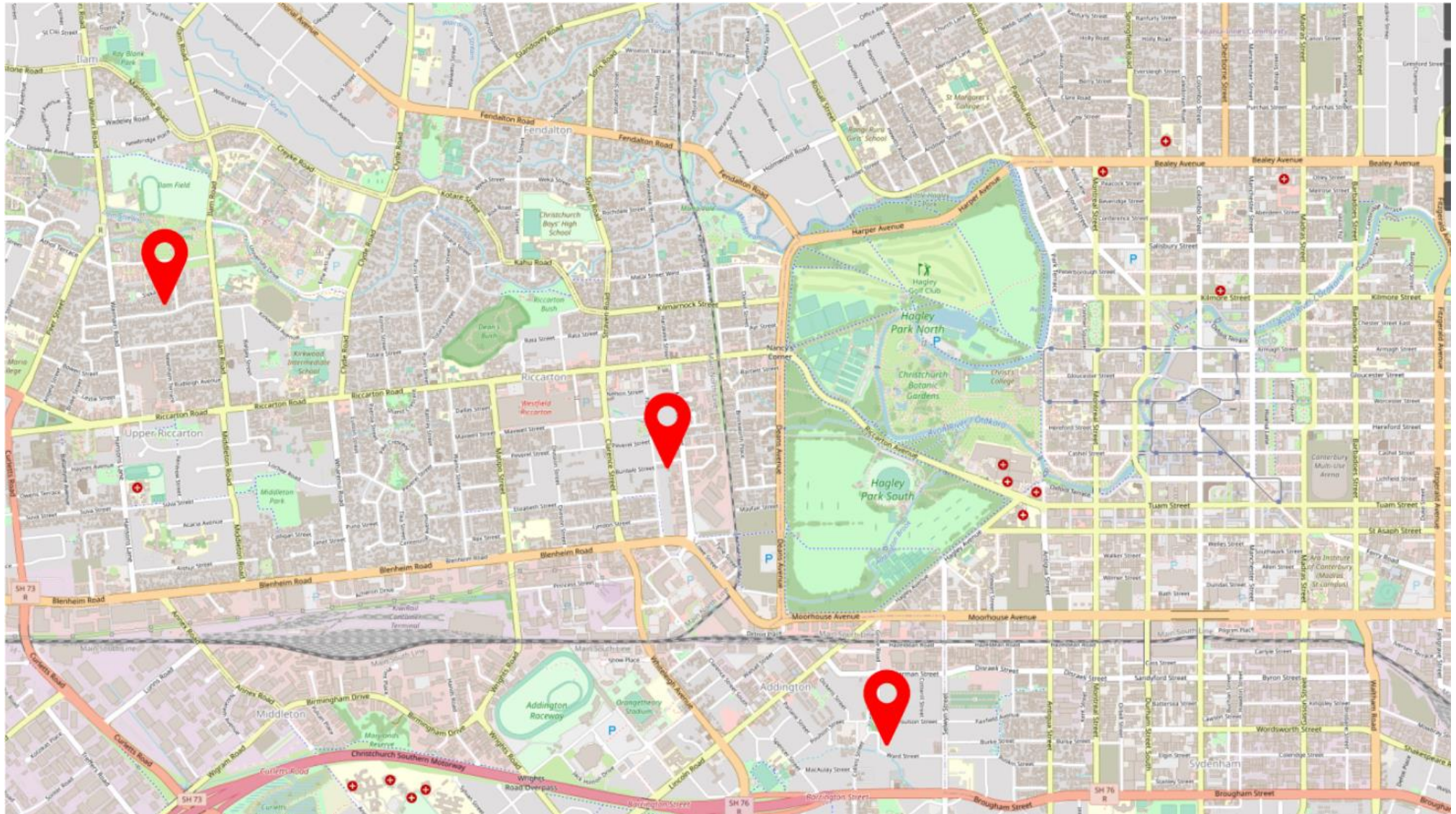




Kia ora  
koutou

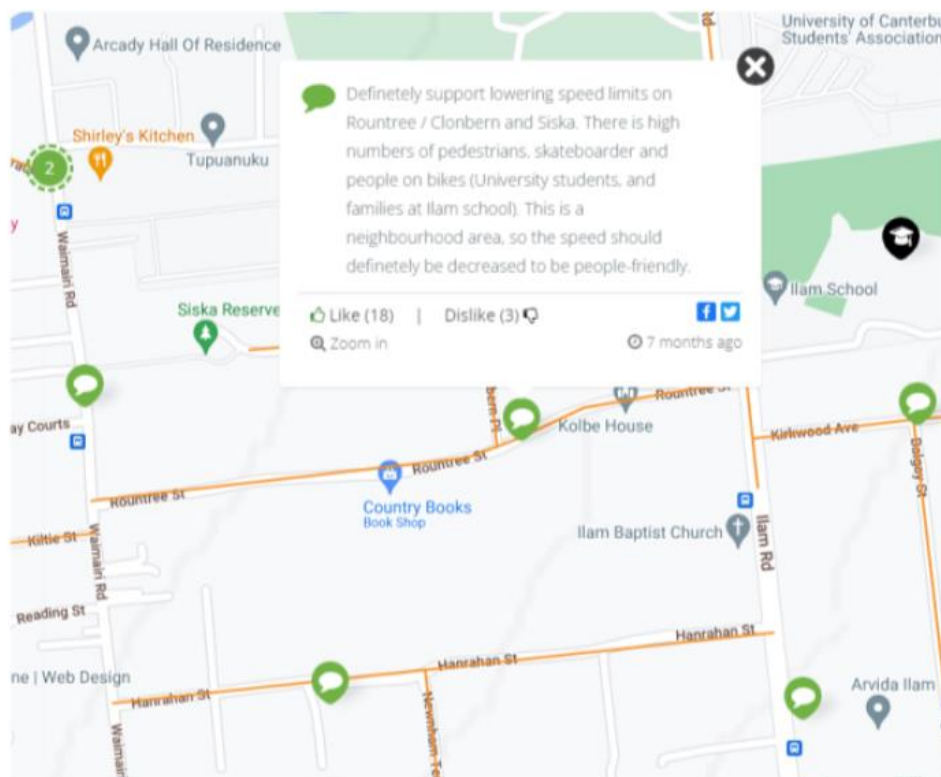
- Great response from communities
- I want to see 30 km/h extended



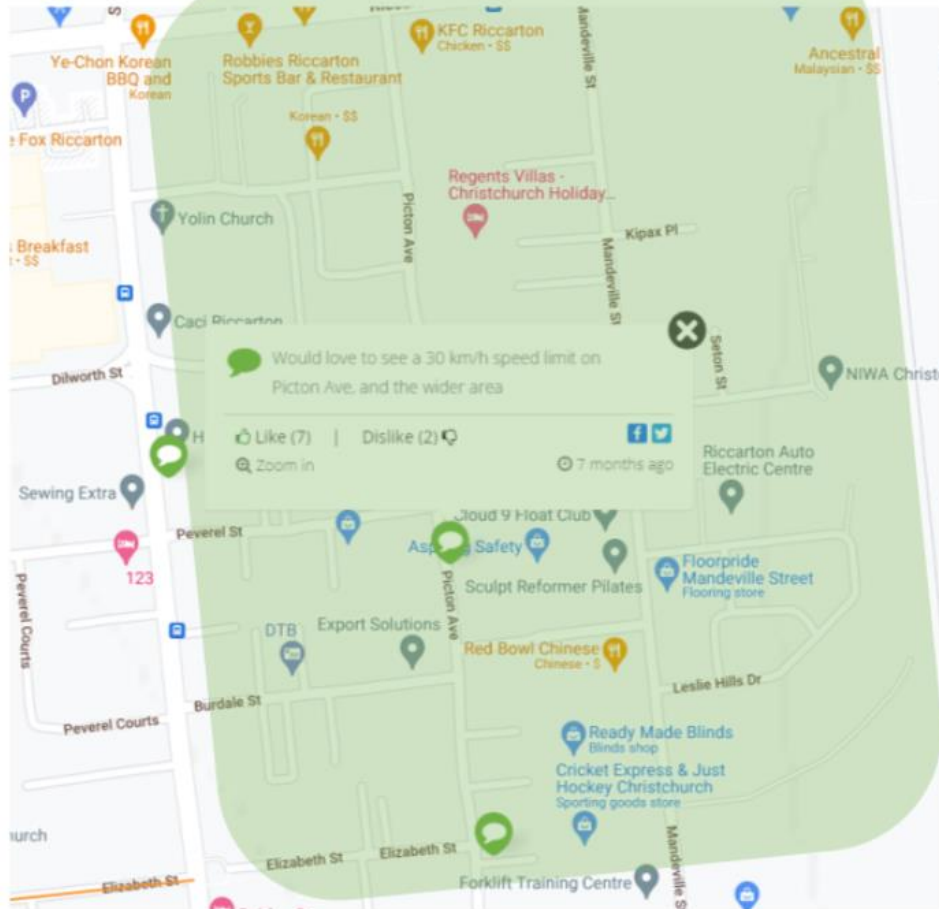




## Ilam – near Ilam School and Canterbury Uni

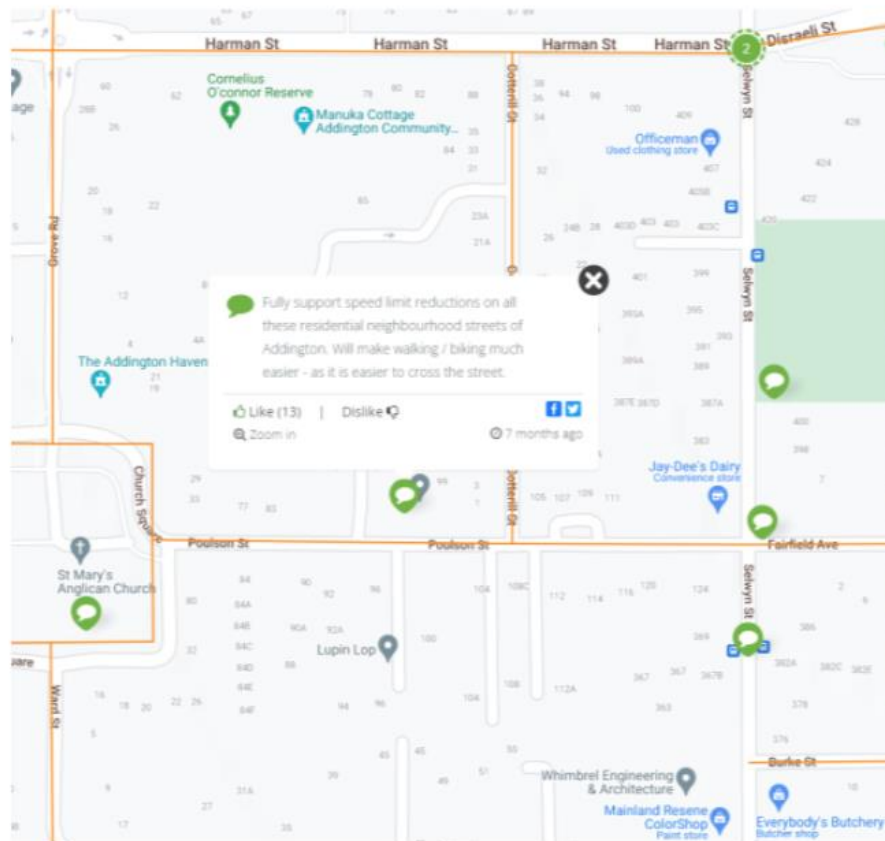


## Inside block of Riccarton, Clarence and Blenheim

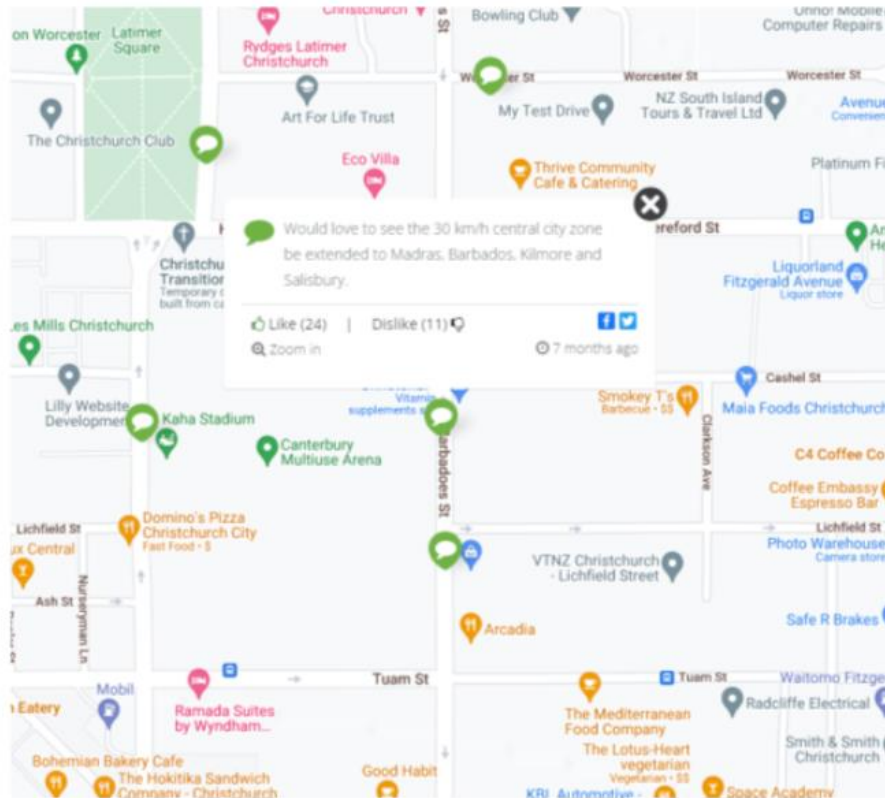




# Addington area wide speed limit changes



# Central City 30 km/h Zone





Lynne Miller

Lesley Kura van Toorn

C.C.C. Engagement  
Submission 1:15 p.m.  
Thursday 25th May 2023

Although I agree that change in speed limits for some areas, I strongly feel that the speedsters in this area will not comply.

They don't do so now with a 50 k.p.h limit and that won't change. The only people that will comply are those that already do. Judder bars or speed humps are really the only option going forward.

Since the traffic lights at the corner of Gloucester Street and Avonside Drive have been removed and the intersection changed to an offset position, it has become extremely dangerous. The curve of the road has become more exaggerated. This seems to fuel the aggression even more. Drivers don't indicate left and then right when they want to go through the intersection. It has become an extremely dangerous corner now, all helping to fuel the speedsters of course.

The majority of cars do no less than 65 to 75kph going past here, quite a number though would be doing 80 to 90kph and most of those are on the wrong side of the road. They wobble around a bit when flying past and I wait for the crash. There are so many kids near the river and cyclists as

well, not to mention a lot of older people enjoying group walks together.

It's not a matter of if but WHEN another person will be killed.

Right outside our house there have been four accidents that I know about, with two cars written off and a third severely damaged. And that's only the accidents here! The fourth was lucky. Another accident a few houses along resulted in a car parked on the road being shunted onto a house's front yard.

This is a busy area, families bring picnics and feel safe with little ones riding bikes or simply running around.

A lot of people park along here to take their dogs for a walk, or launch their kayaks or canoes and the neighbourhood kids play. Many teenagers/school kids use this route to get to the Rowing Club and they have had some very close calls from these speedsters as well as abuse from these drivers. They try to drive as close as possible as if it's a game. Simply getting across the intersection is dangerous enough.

There'll always be that element of society who will not be told what to do, please think carefully about employing the use of speed humps, even if they are annoying to people. Also think about what you've done to the corner by taking away the traffic lights, so many close calls now.

This road is being used as a cut through and the



*speeds are increasing.*

*Facts known to us:*

*\*1 Fatality at the intersection.*

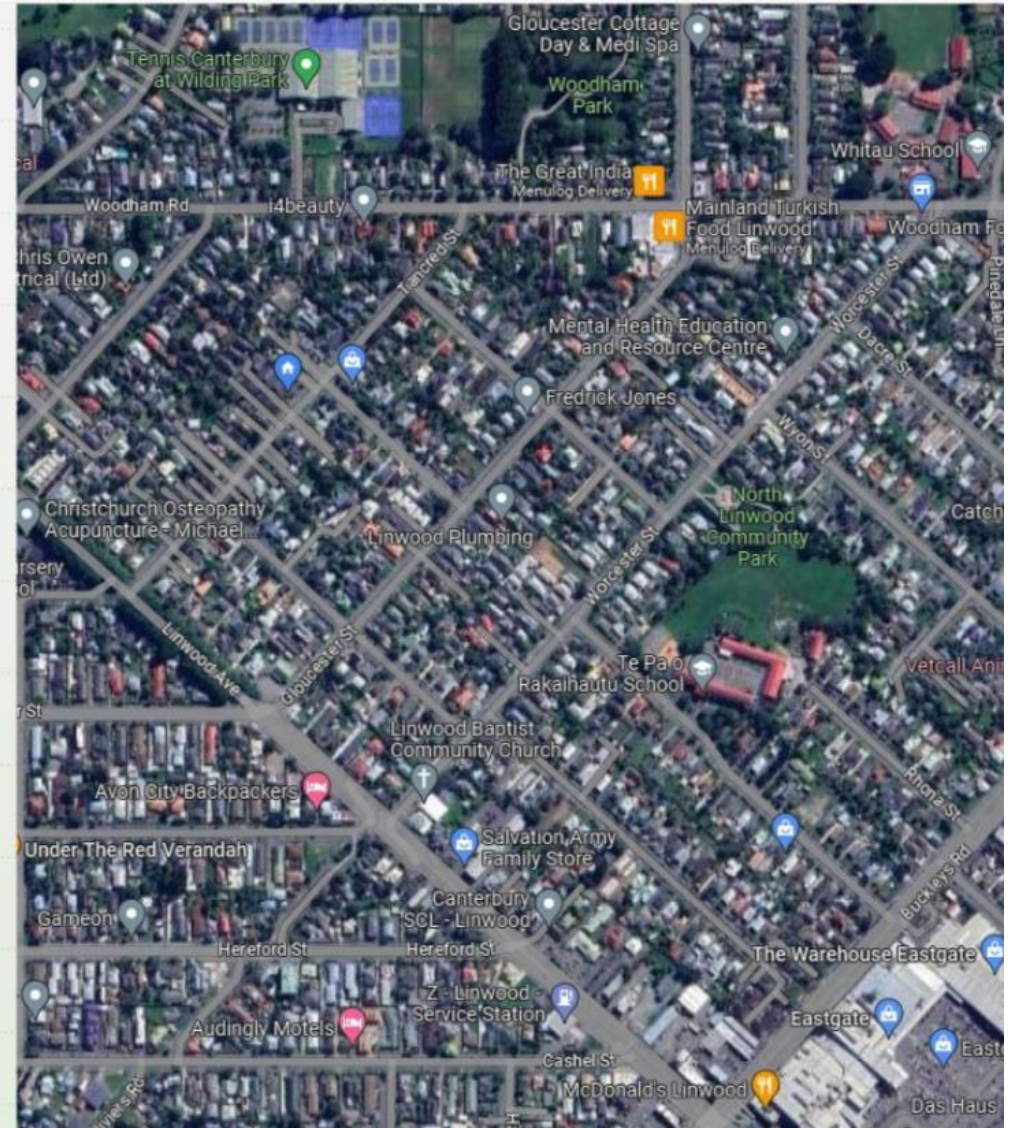
*\*2 Vehicles ended up in the river directly opposite us*

*\*1 Vehicle crashed into our tree on a Saturday morning when lots of children and people were there, had it not been for the tree it would have been pedestrians.*

*\*2 Vehicles have crashed into our truck in broad daylight*

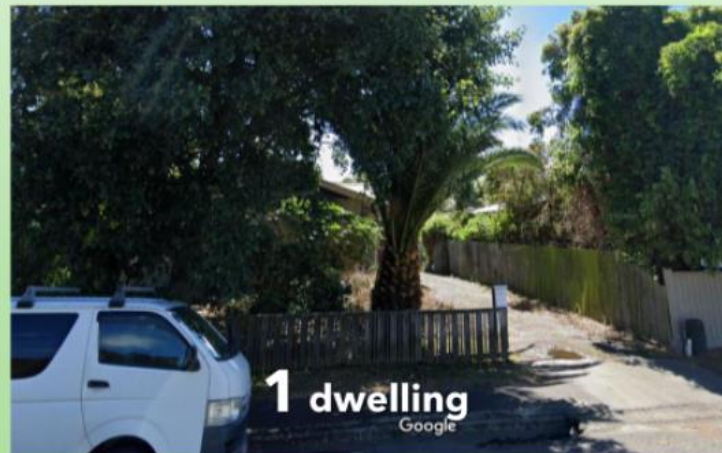
*\*Turning into our driveways from Retreat Road is ever increasingly dangerous, traffic both ways and the abuse shouted at us.....*

# Safe Speeds Streets in North Linwood





**THEN**



**Now**



**THEN**



**Now**







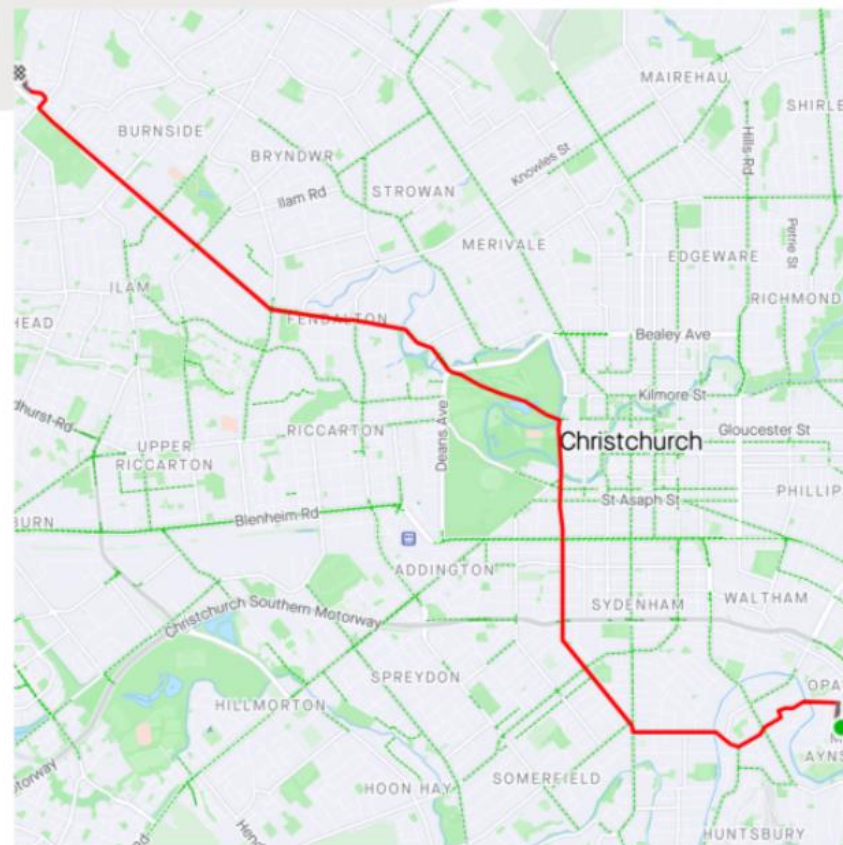
**Sunday evening on  
residential Armagh St**

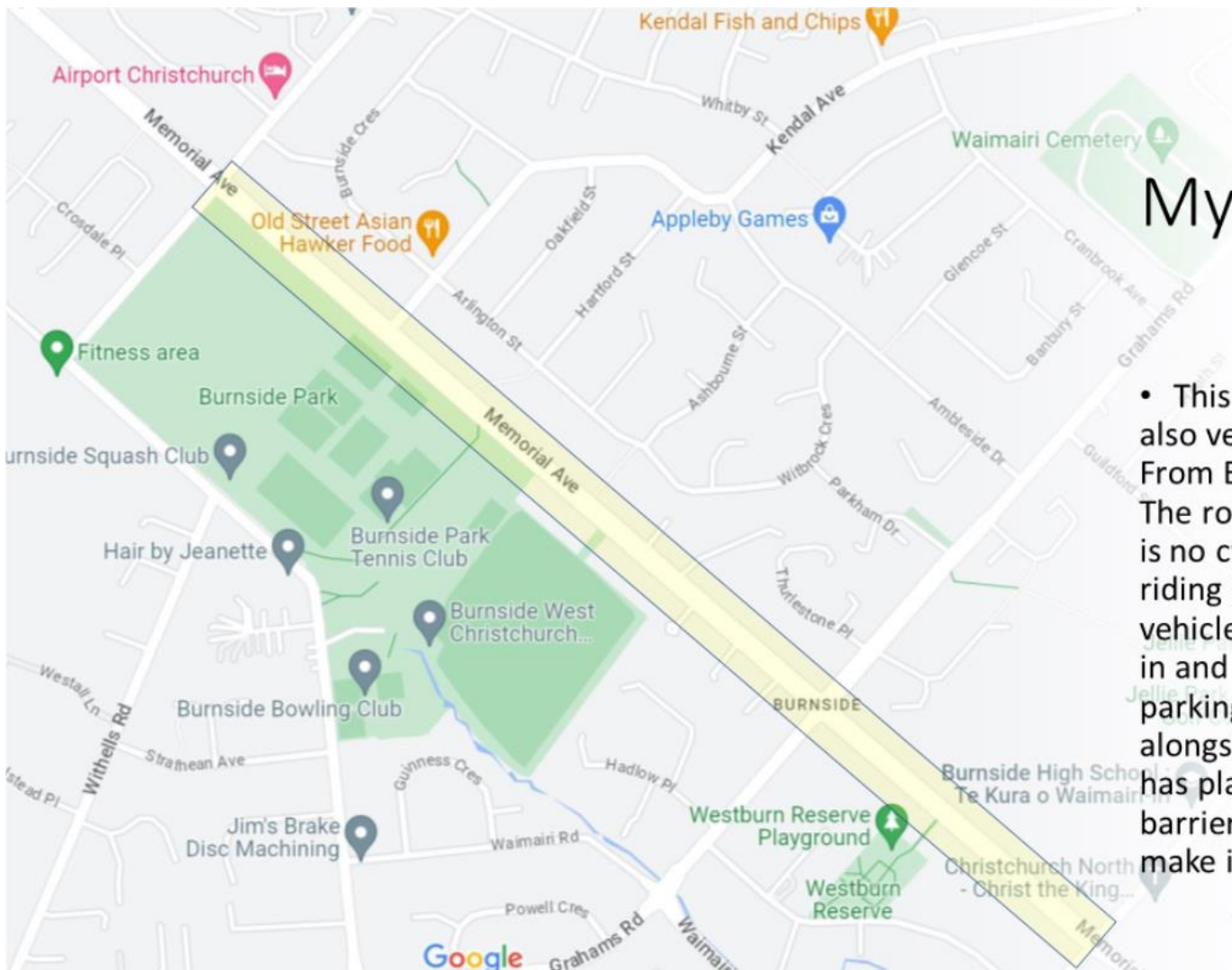




# My Story

- Ride 26km per day commuting to-from work.
  - Average 3-days-per-week
- Reasons I ride to work:
  - To stay healthy for me and my family
  - To go to work – and support my family
  - To save money – to keep us happy and secure
  - To help the environment
- I enjoy the upgrades to roads providing safer cycling in Christchurch.
- Adventurous Type – Not a shrinking violet.
  - Served 20 years in the Army
  - Ride Motorcycles for leisure
- I am an Engineer for Air Traffic Control
  - Very risk conscious workplace
- Worst part of my daily commute is Memorial Ave from Burnside High to Roydvale Ave and return.
  - This is 12% of the distance I travel each day.





## My Submission

- This section of Memorial Ave is also very dangerous for cyclists. From Burnside High to Russley Road. The road is dual lane; however, there is no cycle lane; which leaves cyclists riding between parked cars and vehicles travelling at 60kph. Weaving in and out of the available car parking spaces is dangerous; and alongside Burnside Park, the council has placed concrete pedestrian barriers across areas that would make it safer to cycle.



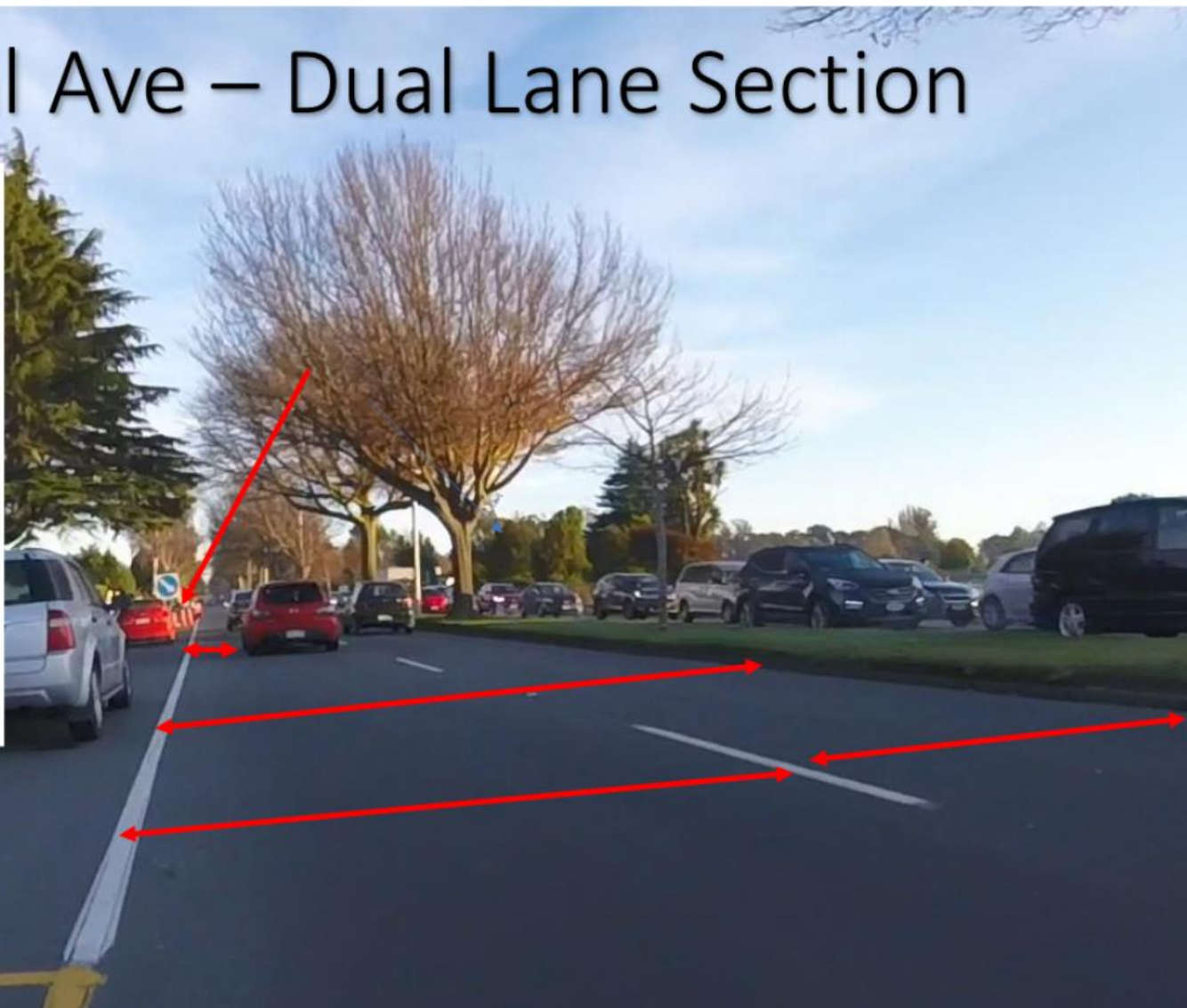
# Memorial Ave – Single Lane Section

- Nice Wide Lane
  - Plenty of room for cars and bikes
  - Plenty of room available from parked cars
    - Caution is still required
- Painted Median
  - Safety Buffer
  - Room for wider vehicles if needed



# Memorial Ave – Dual Lane Section

- Two Standard Lanes
  - Just enough room for 2 cars/trucks/buses
  - Minimal Room for bikes – 1.5m from passing car
- No safe space from parked cars
- Raised Median
  - No safety buffer
- Currently 60kph Speed Limit
  - Reducing near Burnside High to 50/30kph
- And a new Pedestrian Safety Barrier
  - Installed 22/5/23





# Memorial Ave – Burnside Park

- Nice wide parking bay
  - Not used a lot
  - Safe to ride in
- Concrete Pedestrian Safety Barrier
  - Forces cyclist into traffic







Q. If there are marked cycle lanes at the start and end of this road; why is there not a safer path for cyclists?



- The safer speed review is making the biggest changes to the (currently) safest part of Memorial Ave for cyclists.
- It has minimal planned changes for the most dangerous part of Memorial Ave.
- Some of the changes being made today further take away (sometimes) safe avenues for cyclists by adding concrete pedestrian safety barriers.

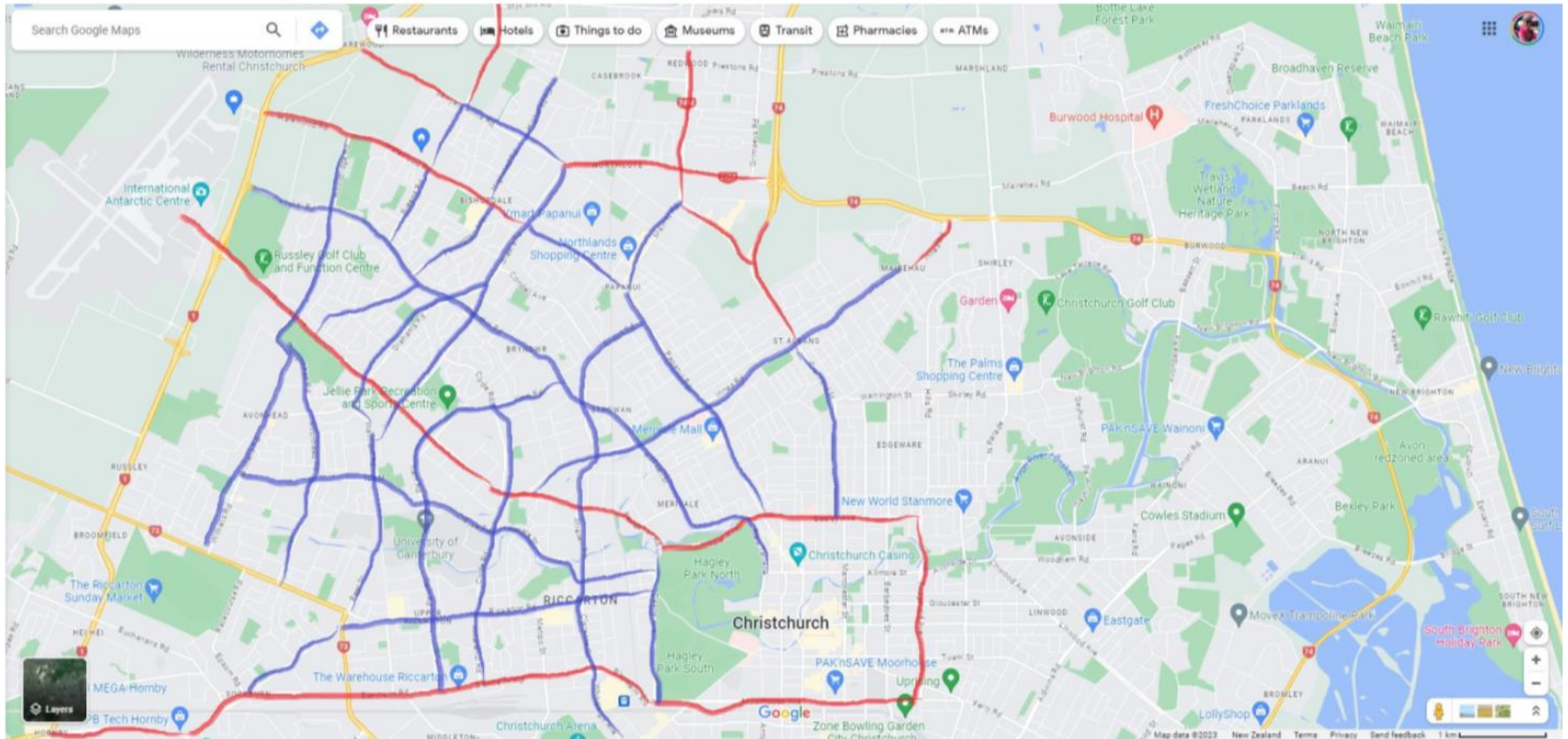


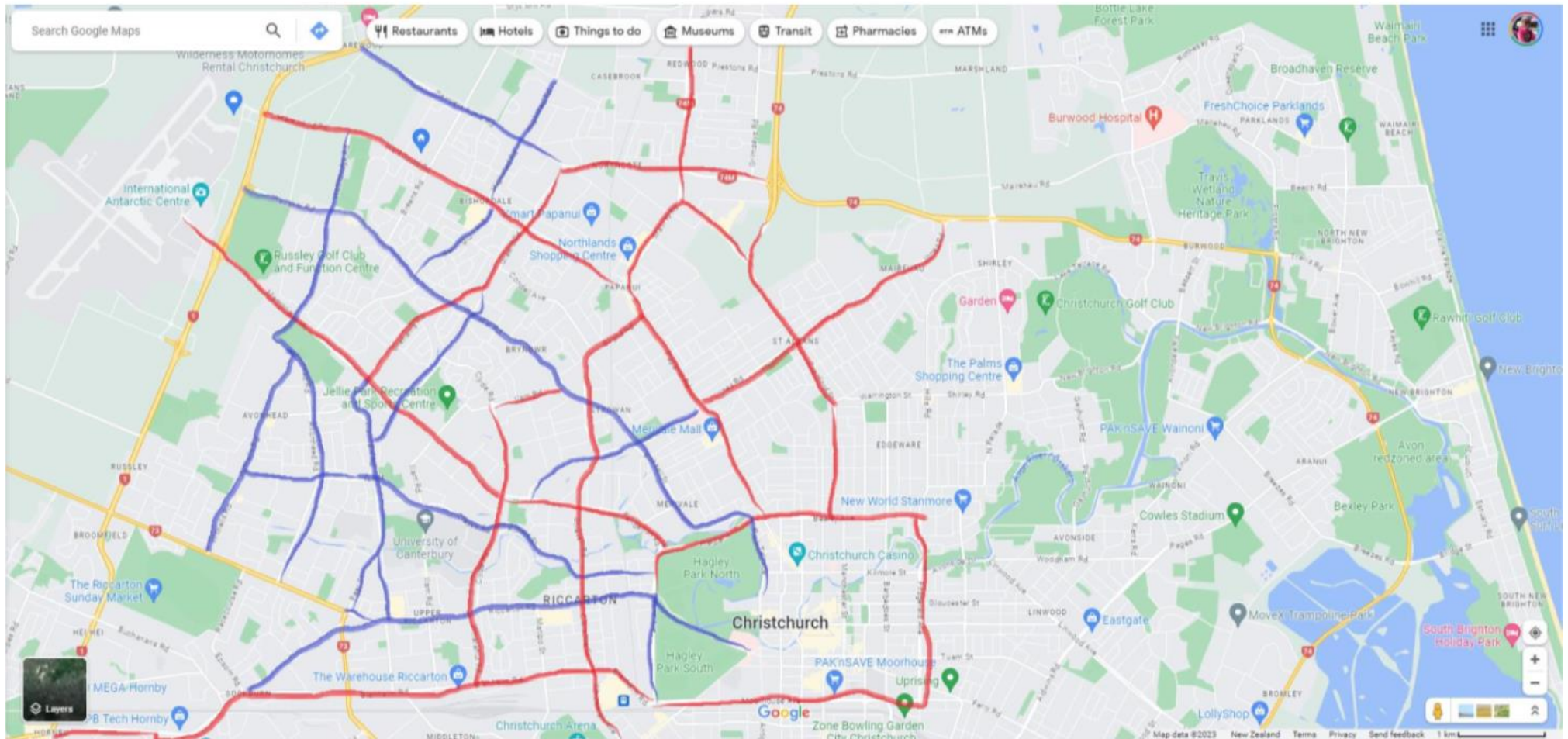
Thank you for your time...

# Safe Speed Neighbourhoods

Fiona Bennetts









Thank you

Any questions?



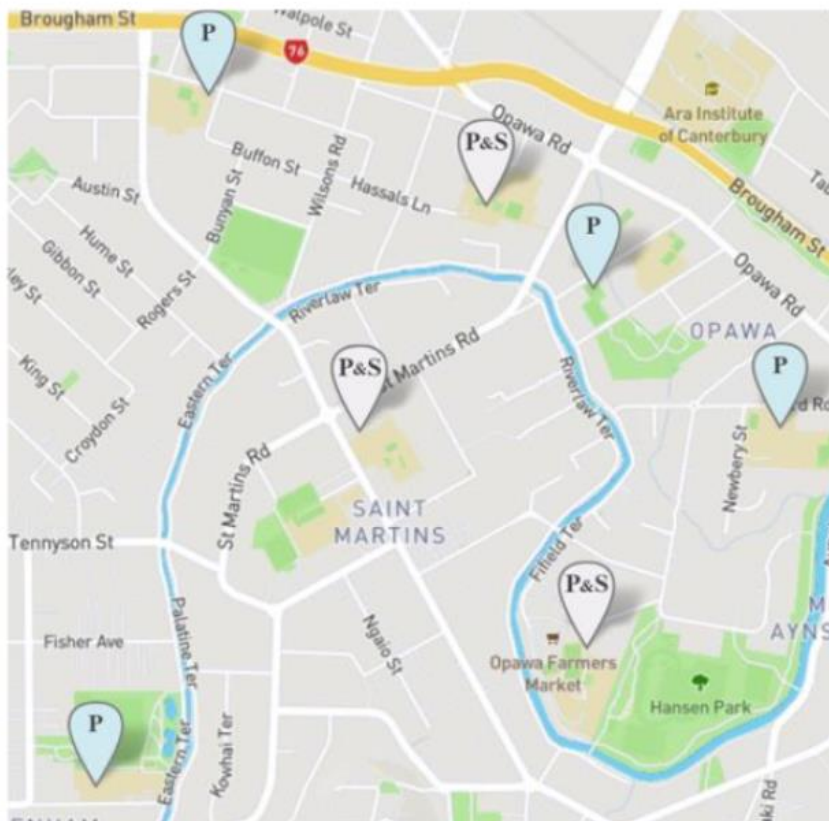
# What School did you go to?

SAFE SPEED NEIGHBOURHOODS SUBMISSION

25 MAY 2023 | 2:20PM



# St Martins Community - Schools



## NEARLY 2,000 STUDENTS

- Te Kura Kaupapa Maori o Waitaha | years 1-15 | 170 Students
- Waltham School | years 1-8 | 271 Students
- Hillview Christian School | years 1-15 | 520 Students
- St Marks School | years 1-8 | 230 Students
- Opawa School | years 1-8 | 313 Students
- Rudolph Steiner School | years 1-15 | 358 Students

**Total 1,862 Students**

[Parents slam 'terrible' parking at Christchurch school after student injured](#)  
[| Stuff.co.nz](#)

# St Martins Community - Vulnerable

## ELDER CARE

- Chatswood Retirement Village
- Elms Court Retirement Village

### Auxiliary Services:

- St Martins Community Cottage
- St Martins Medical Center
- Waltham Medical Center
- St Martins Pharmacy
- Podiatrist

## EARLY LEARNING CENTERS

- Discovery Junction
- Fingerprints Christian Preschool
- Poppies Perschool
- Globalkids Early Learning Center
- Kidsfirst Kindergarten – Hargest Crescent
- Kidsfirst – Opawa

[Person critically injured after crash between car and motorcycle | Stuff.co.nz](#)



# Getting There

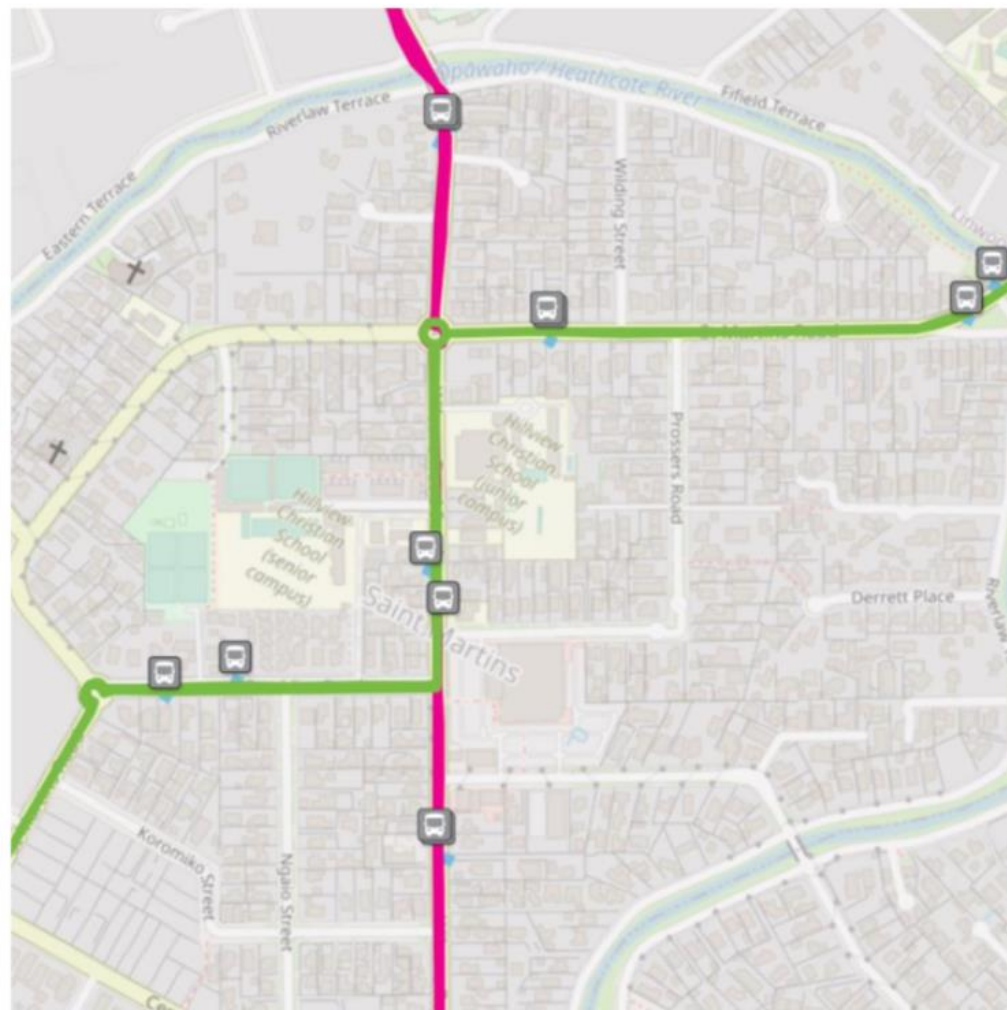
St Martins is supported by only two bus routes:

- The Orbiter
- 17 Huntsbury

**The Orbiter** is of focus, as it is a main conduit for both students and adult patrons of the bus network to access the local facilities, as well as the wider network of shopping centres, medical facilities and friends.

It connects the St Martins Schools and Shopping Center with the larger Christchurch loop.

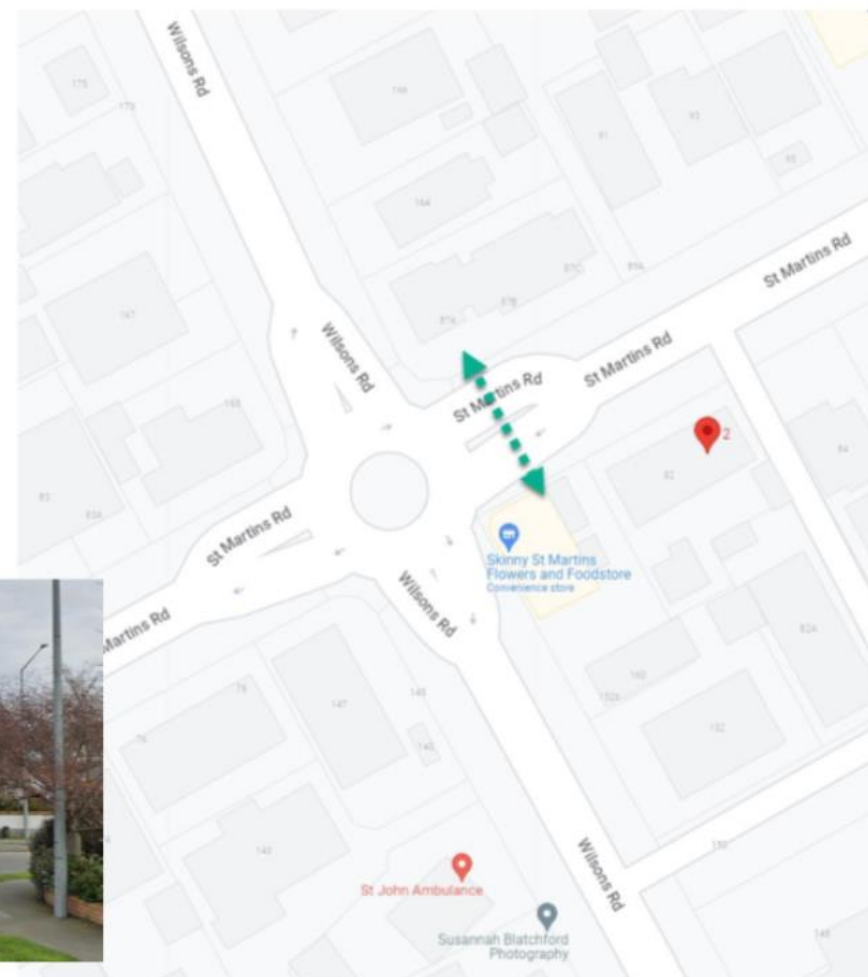
There's just one problem – a key stop is on an unsafe intersection.



# Proposed Solution

**Pedestrian Crossing to be installed on St Martins Road, next to the Dairy.**

**There are already pedestrian islands in place, but no visibility around the roundabout.  
This is a common scene of accidents.**



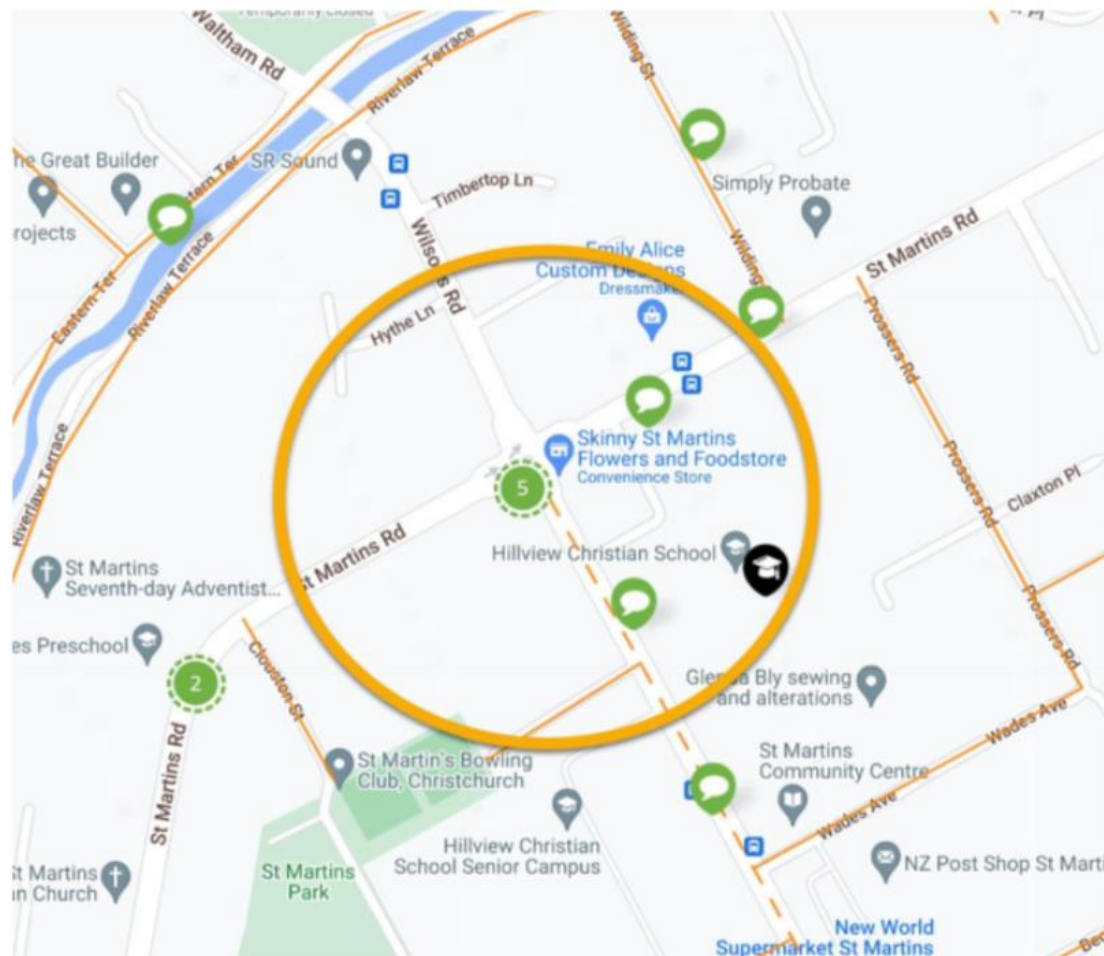
# What's missing?

Proposed speed reductions are in surrounding streets, but no proposed changes for the roundabout zone.

A number of respondents have noted issues with the safety of this particular roundabout. There is a school entrance at 82A St Martins where there are no proposed speed reductions.

Several report issues with school traffic and children crossing, while others talk to the roundabout safety as cyclists experiencing near misses.

Unsafe speeds and low visibility are also factors.









*“Why did the chicken cross the road?”*

*No one thinks to ask if the chicken  
made it safely to the other side.*

*The better question is “how can we  
help the community cross the road?”*



# Christchurch City Council

## Safe Speed Neighbourhoods - submission



**Dr Glen Koorey**  
Director, ViaStrada Ltd  
*2 Jun 2023*

## Have Lower Speeds worked before?

Before/After crash analyses:

- Central City 30km/h zone (2016) vs Rest of the central city
  - Very good reductions in crashes (-20%) & injuries (-46%)

*But what about in our **suburban** areas?*

- I looked at **three** recent suburban **lower speed** areas
  - Addington west (May 2018)
  - Sumner (Oct 2019)
  - Papanui west (Nov 2019)
- In each case, I compared with a nearby "control" area
  - Used these to estimate the "expected" numbers afterwards

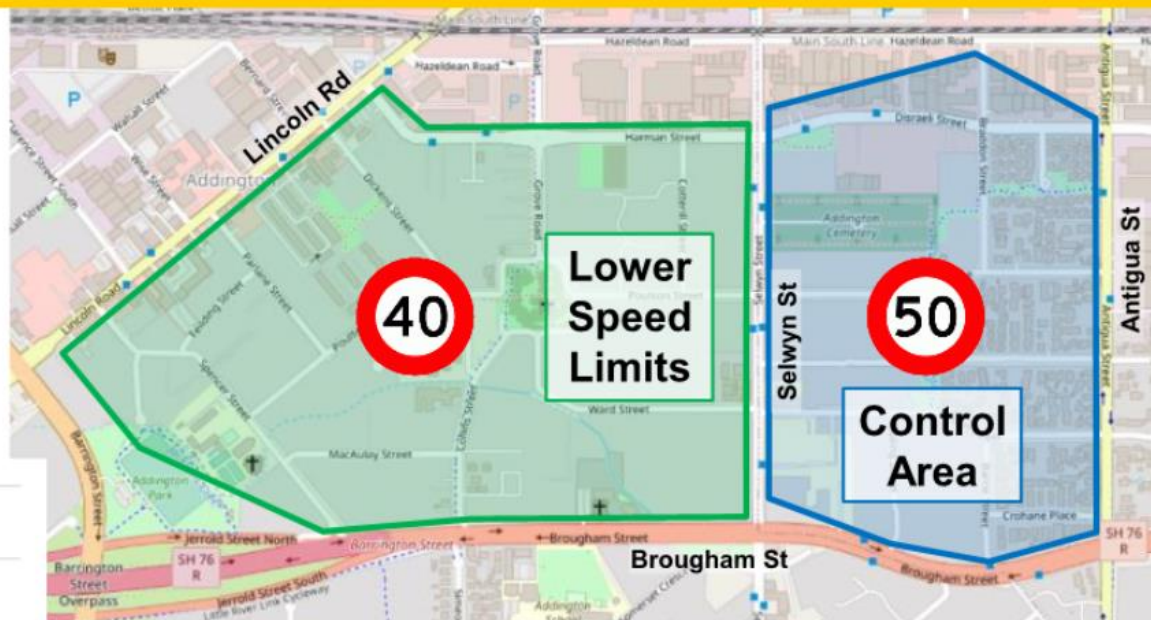
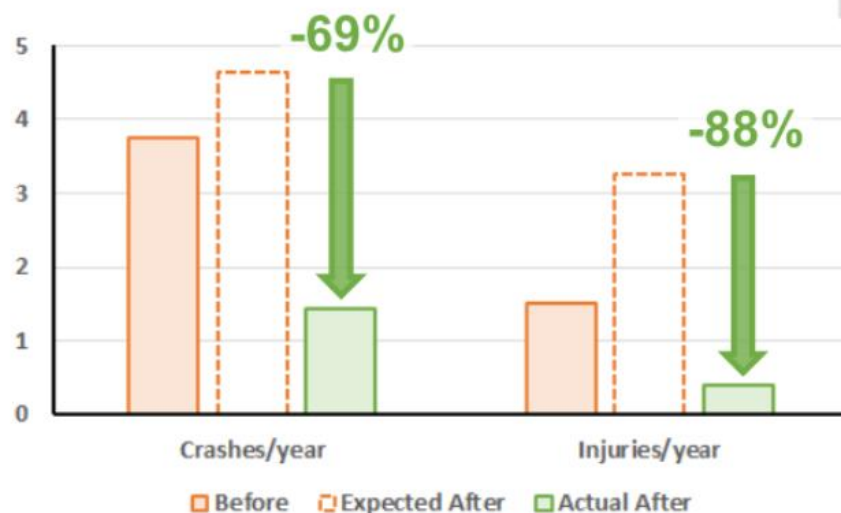
## Addington west (30 May 2018)

*Before period:*

- Jan 2013 – Apr 2018

*After period:*

- Jun 2018 – Dec 2022





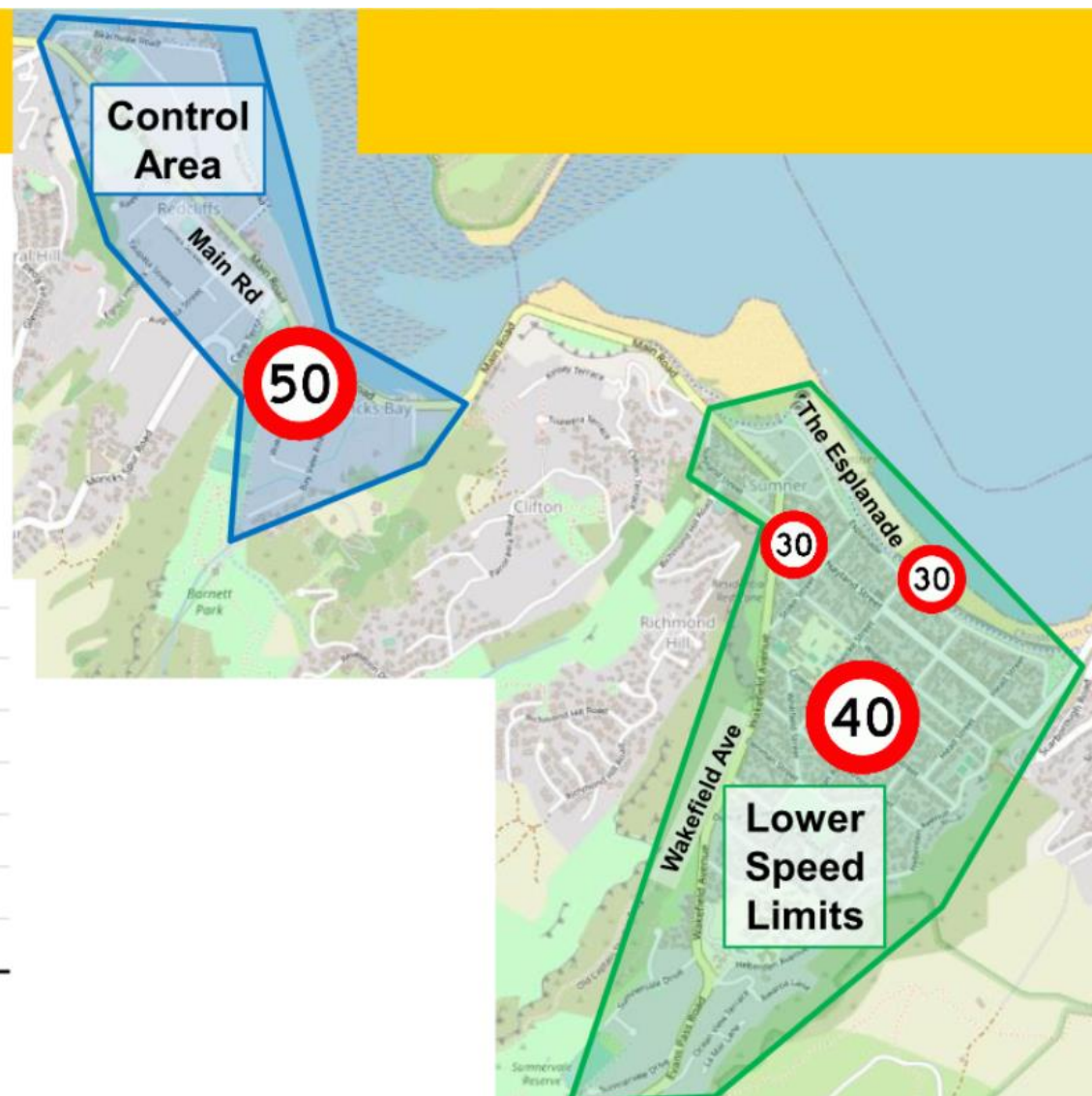
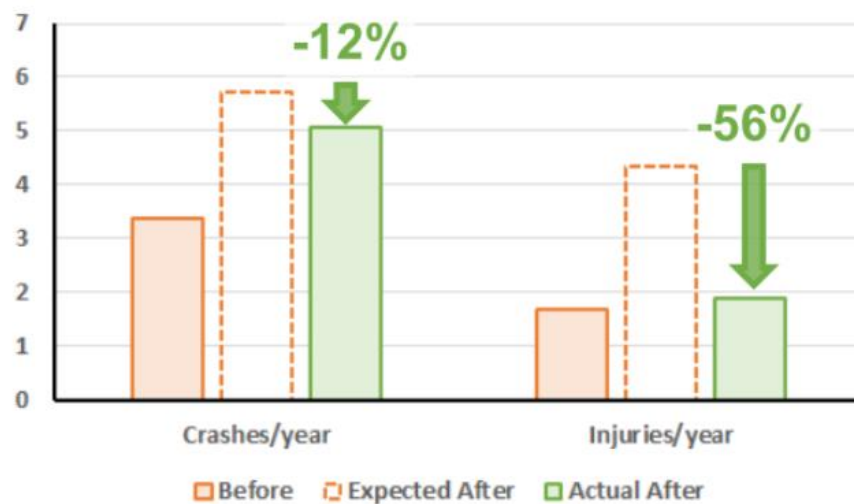
## Sumner (25 Oct 2019)

*Before period:*

- Jan 2015 – Sep 2019

*After period:*

- Nov 2019 – Dec 2022



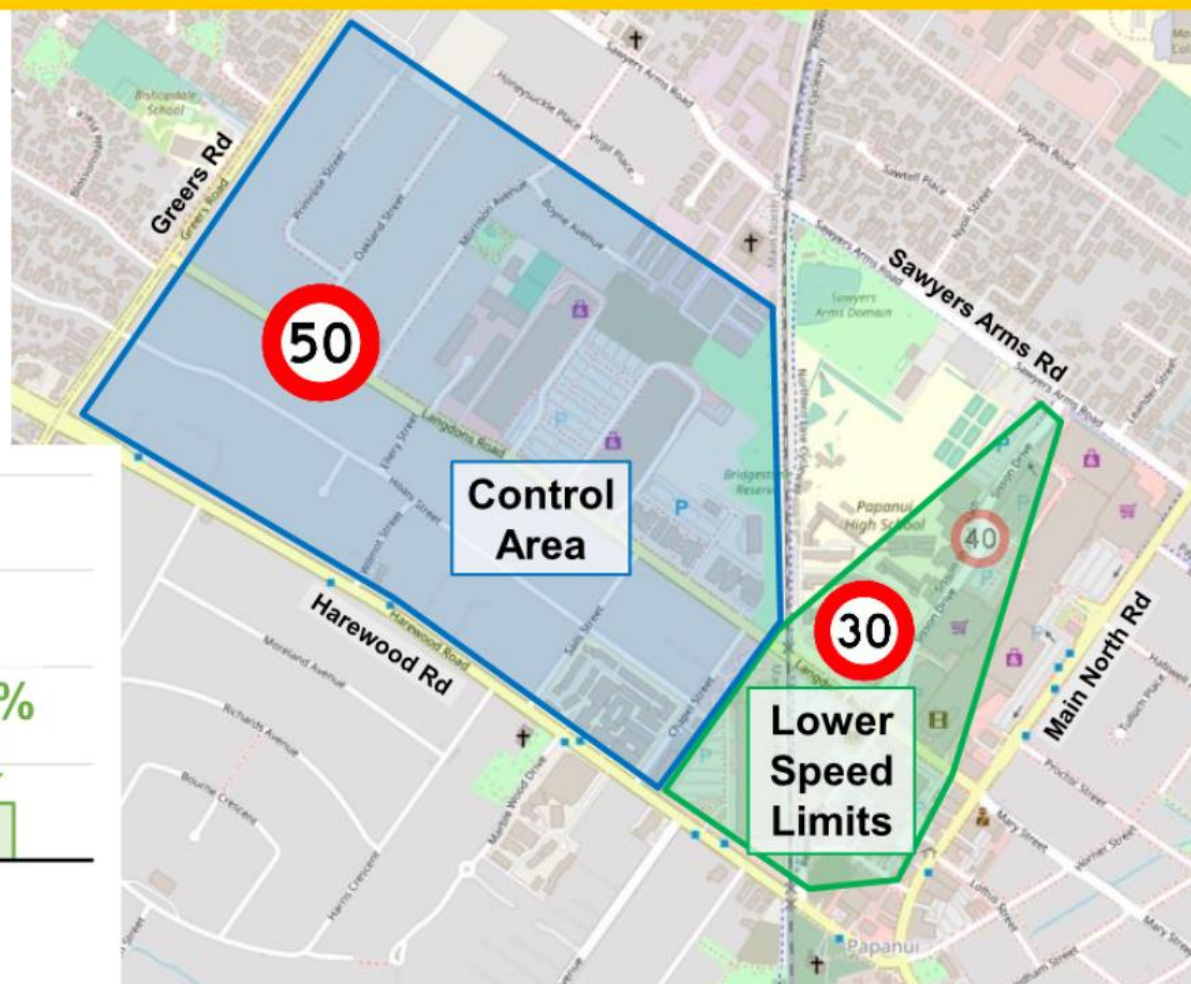
## Papanui west (4 Nov 2019)

*Before period:*

- Jan 2013 – Oct 2019

*After period:*

- Dec 2019 – Dec 2022



## Closing remarks

- The crash/injury numbers for each area aren't big
  - But collectively across the whole city it makes a **big** difference...
  - Biggest savings in **injuries** reduced (from *less severe* crashes)
- Strict compliance with new speed limits is not critical
  - There will be **some** speed reduction → safer outcomes
- Safety is just **one** reason to introduce lower speed limits
  - Improve school access/safety
  - Encourage more walking/cycling
  - Reduce traffic noise/emissions
  - Improve urban amenity – etc, etc...



# Thank You!

- Any Questions?

*Dominion Post,  
11 Feb 2015*



## 'City 30kmh speed limit saved my life'

TOM HUNT AND OLIVIA WANNAN

Last updated 05:00, February 11 2015



SUPPLIED

COUNTING HER BLESSINGS: Elle Haring escaped with cuts and bruises.

Elle Haring simply did not hear the "silent" bus that knocked her down in central Wellington.

The Valley Flyer bus, travelling about 25kmh, hit her from behind in Manners St, between Victoria St and Cuba St, shortly after 8am yesterday, she said.

"The bus was completely silent. I think if I had heard it, I would have looked.



Its an obvious step – but its not enough  
for **red zoned** areas

red zoned roads are empty, wide roads.

comfortable to drive fast on



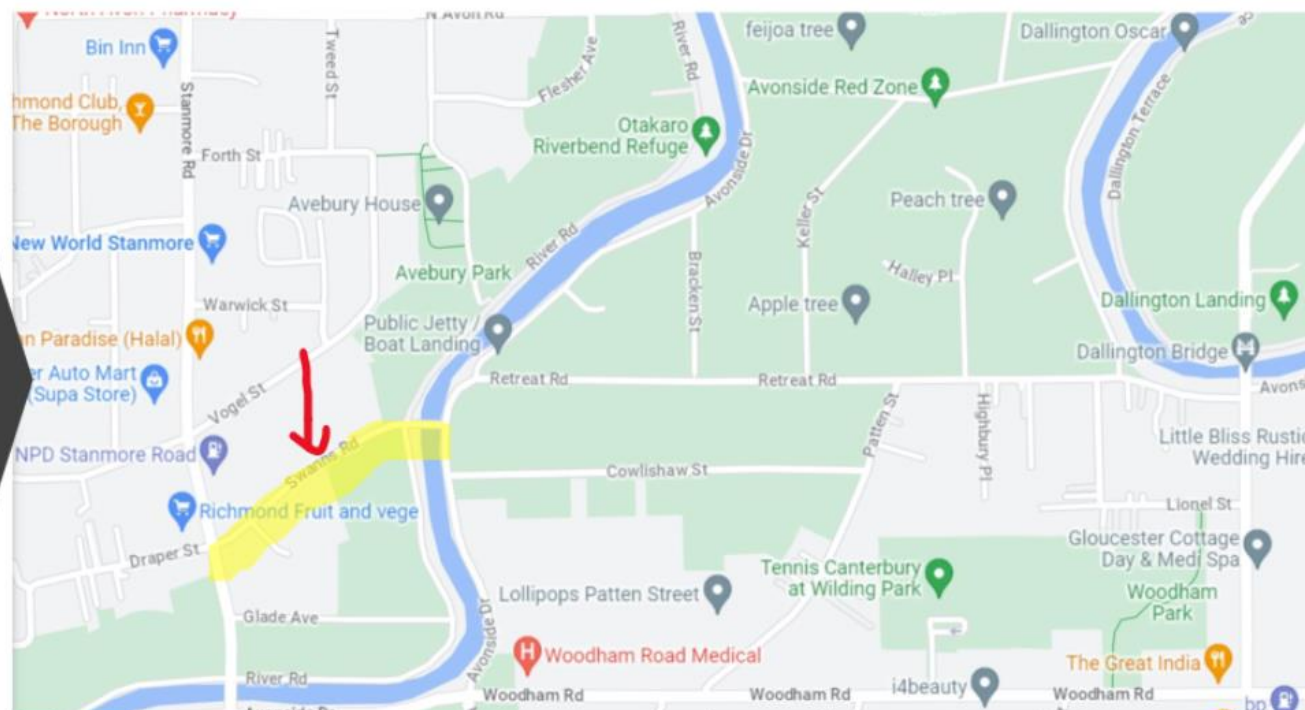




Effective carriageway is narrow  
Without narrowing – driver behaviours change

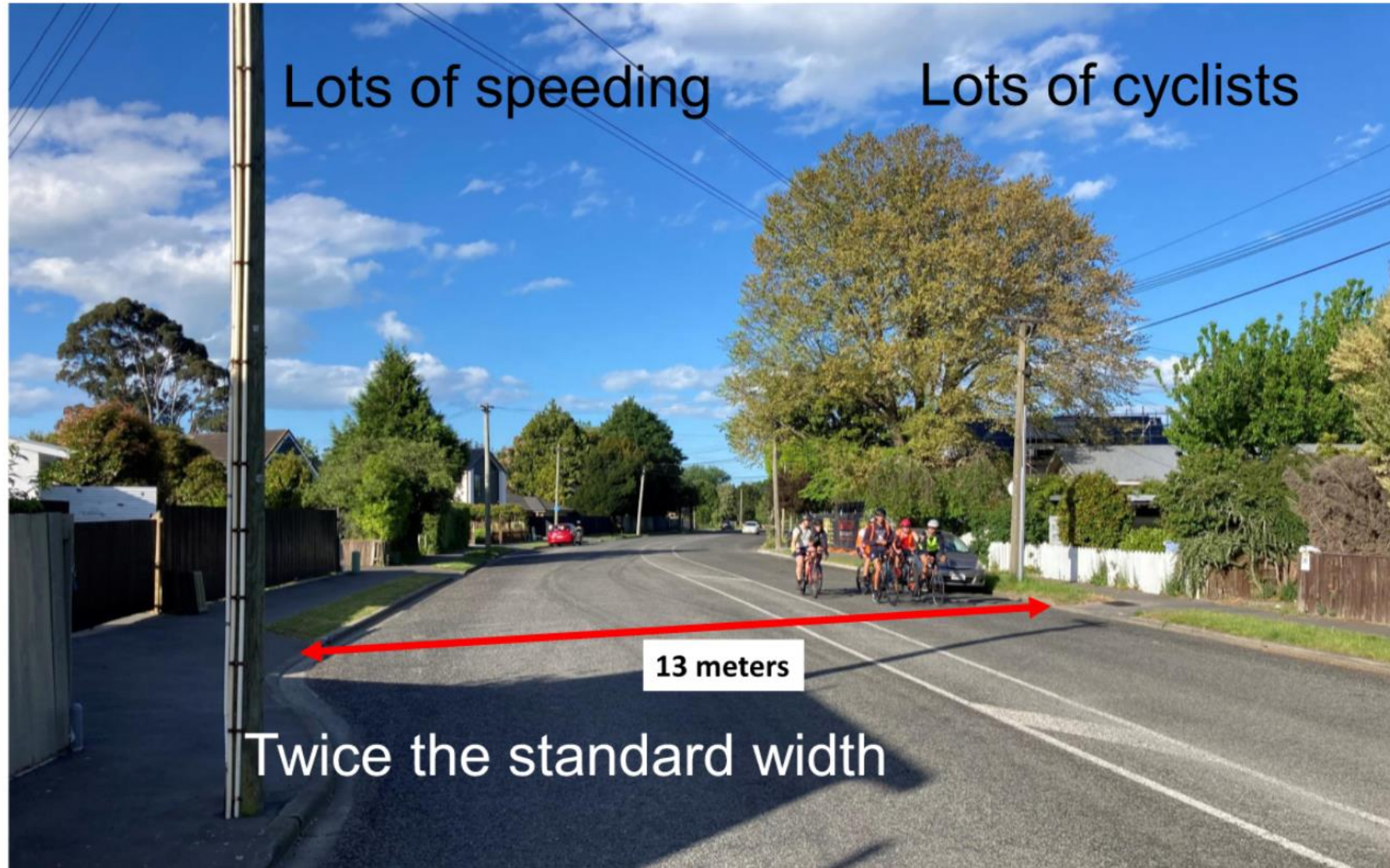


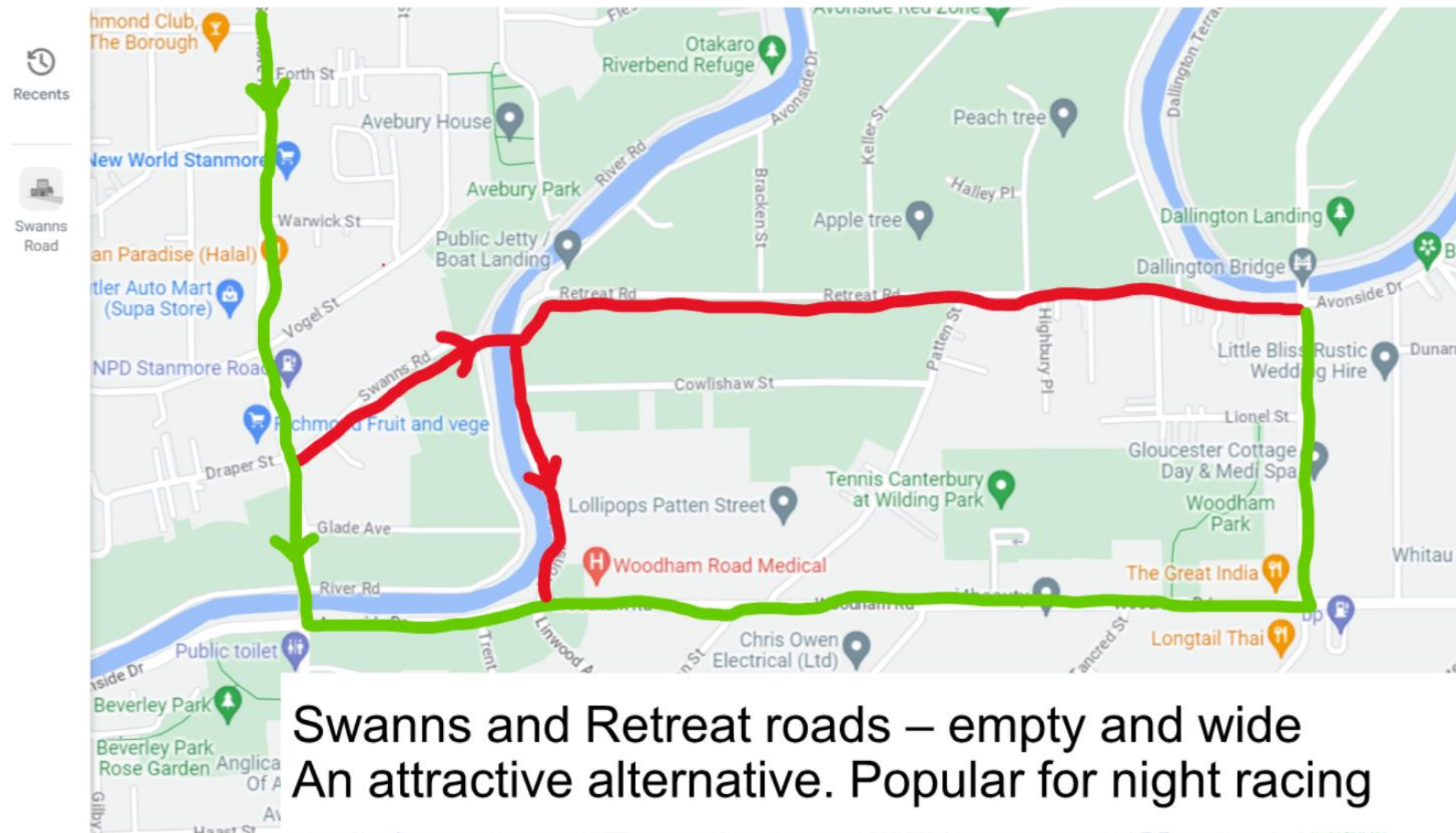
Swanns Road,  
Richmond



Marked for speed reduction to 30km/h  
Edge of the red zone

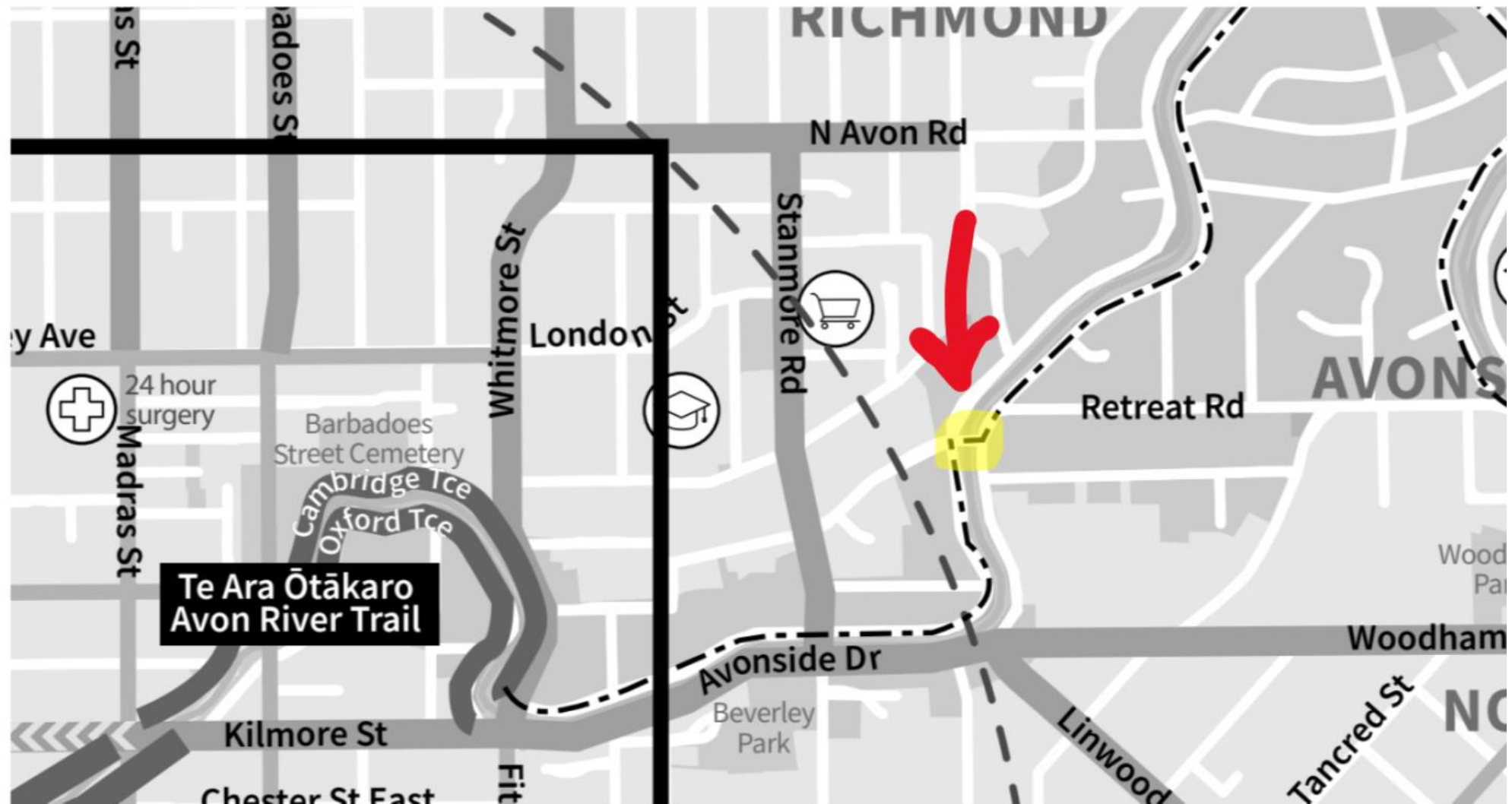






Swanns and Retreat roads – empty and wide  
An attractive alternative. Popular for night racing

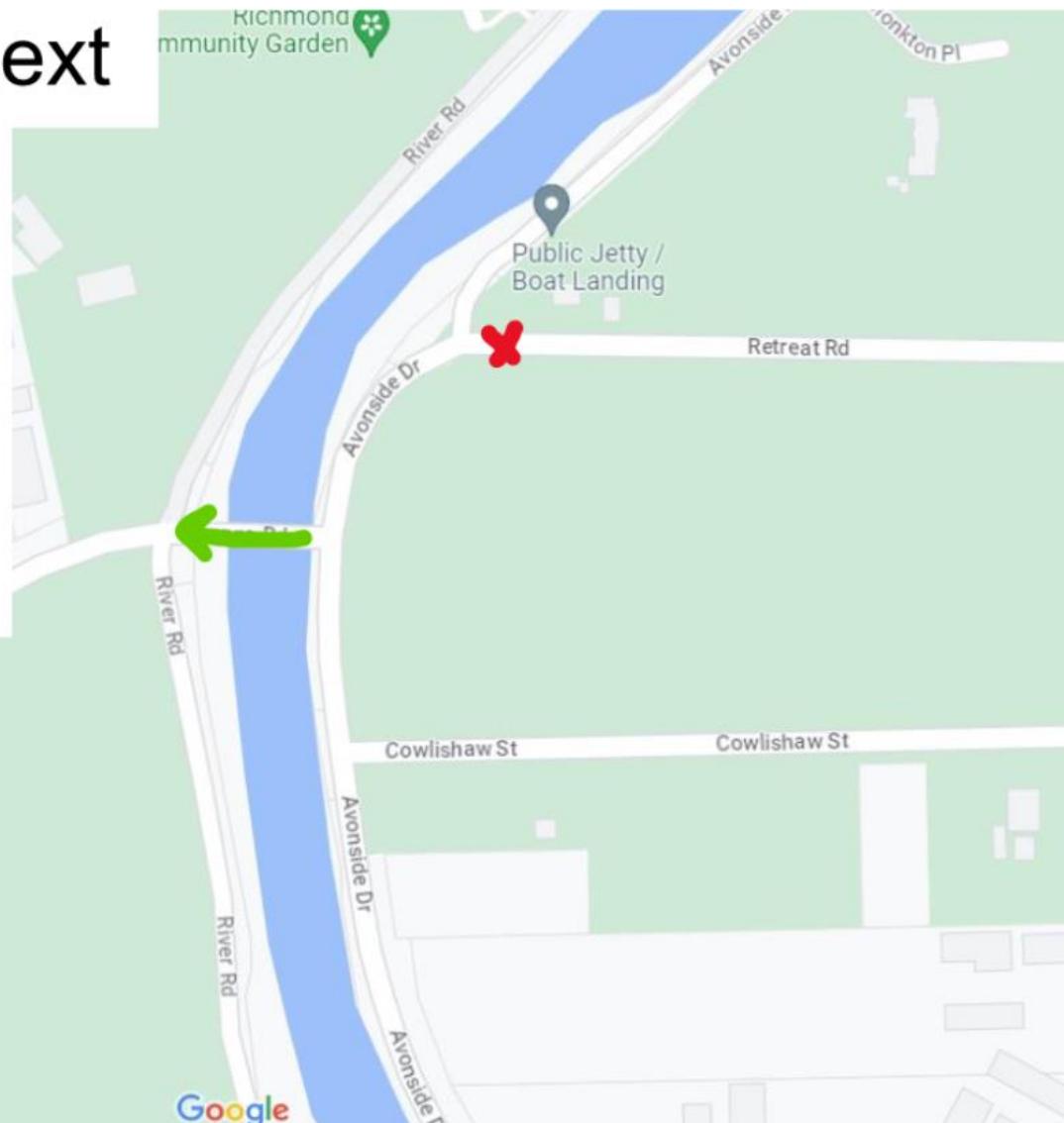
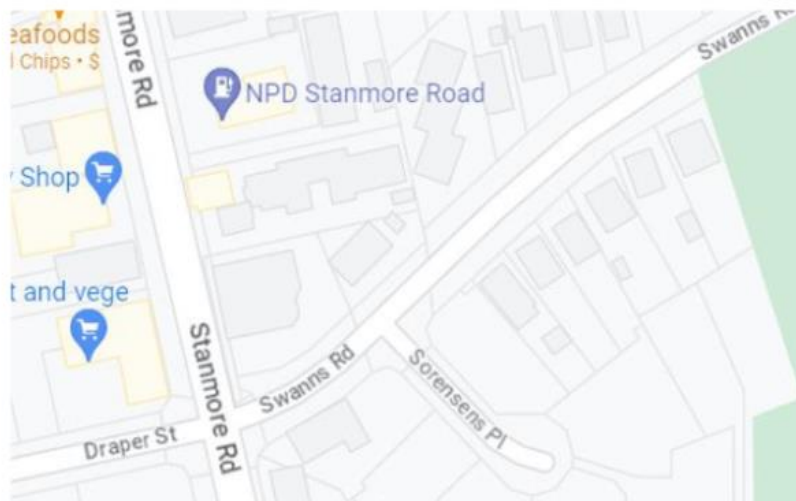






## What we want to see next

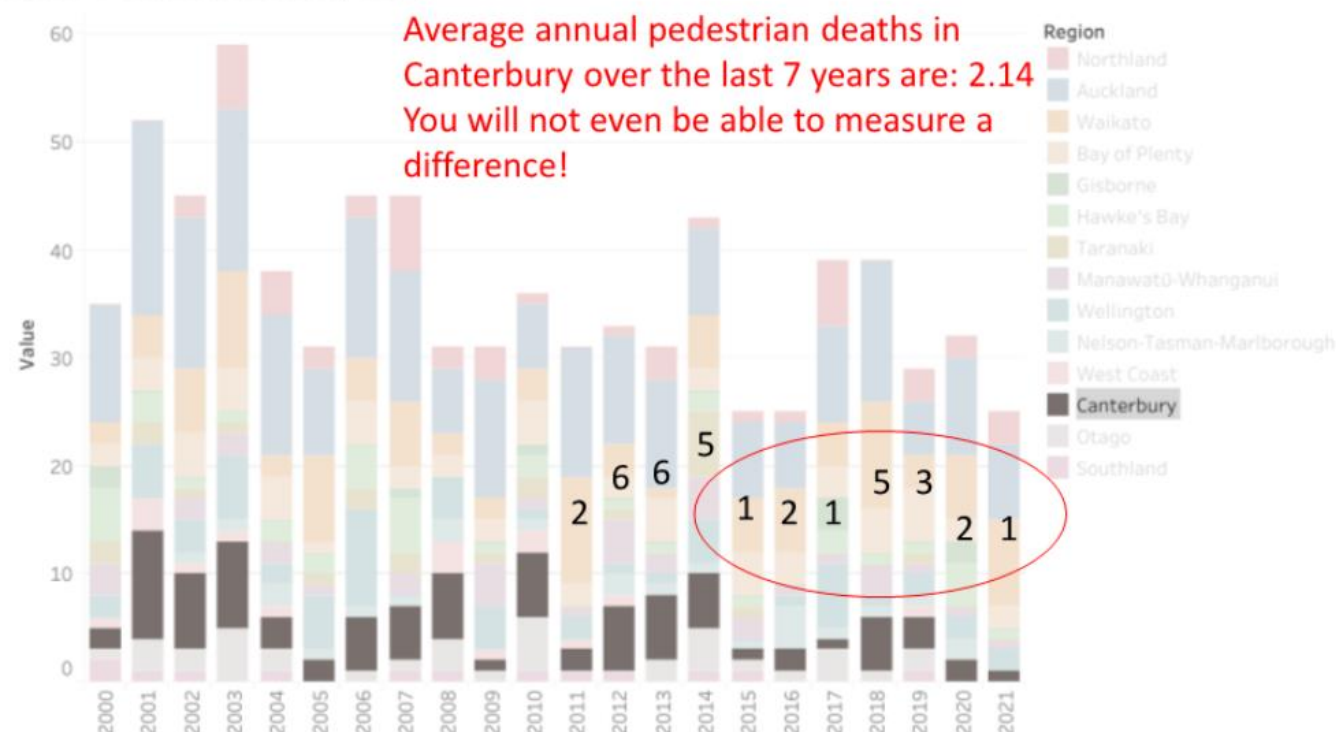
- Closure of Retreat road and other unpopulated red zone roads
- Closure of the west-east lane of the Swanns Road bridge during the development of the Otakaro Trail.
- Consideration of residents living near red zone affected roads



## The Problem: What are we trying to achieve? Improved pedestrian safety?

We have not even been told the number of deaths of pedestrians in Canterbury, let alone the ones that died due to speed or in the zones likely to be impacted by the proposed speed changes. Do we really have an issue? **Not really!**

AE020 - Pedestrian deaths by region



Source: New Zealand Transport Agency Crash Analysis System

Walking is a generally safe transport mode. It has the second lowest risk of death or injury per time unit travelled, after bus passengers.

Average pedestrian deaths in Canterbury over the last 10 years of available records are: 3.4/year

Despite having very high population bases, Wellington and Canterbury account for just 8% and 7% of hospitalisations respectively (2021).

<https://www.transport.govt.nz/statistics-and-insights/safety-annual-statistics/sheet/pedestrians>

## Key points

- Specific speed restrictions around school entrances/drop off points at certain times of day would be acceptable (30-60 mins either side of school starting/finishing).
- Increases emergency services response time + 26.6% (already 98-135% slower since earthquakes) – how many deaths will result from this – more than 1? If so we have already lost!
- No balance of costs and benefits to ChCh rate payers has been done, or at least not shared with us
  - No evidence to support the claim that slower speeds in areas that are not full of pedestrians is going to make any difference
  - Cost to implement
  - Opportunity cost losses (see next slide)
  - Frustration for drivers – likely health issues – many life years lost (high blood pressure)
- How many pedestrian deaths on ChCh roads? 1-5 each year – average 2.3. will these changes make any measurable difference? Why are people getting hit on roads? Is there a better way to reduce this?
- Will not stop speeders/hoons, will not prevent crashes due to drunk driving/drugs – most people have a problem with people speeding in urban areas, not the 50K speed limit.
- Risk of accidents on main thoroughfares likely to increase as more traffic goes there to avoid speed restrictions
- We do not want ChCh to be seen as dysfunctional as Auckland Transport and hindering the good people of the City from going about their business efficiently

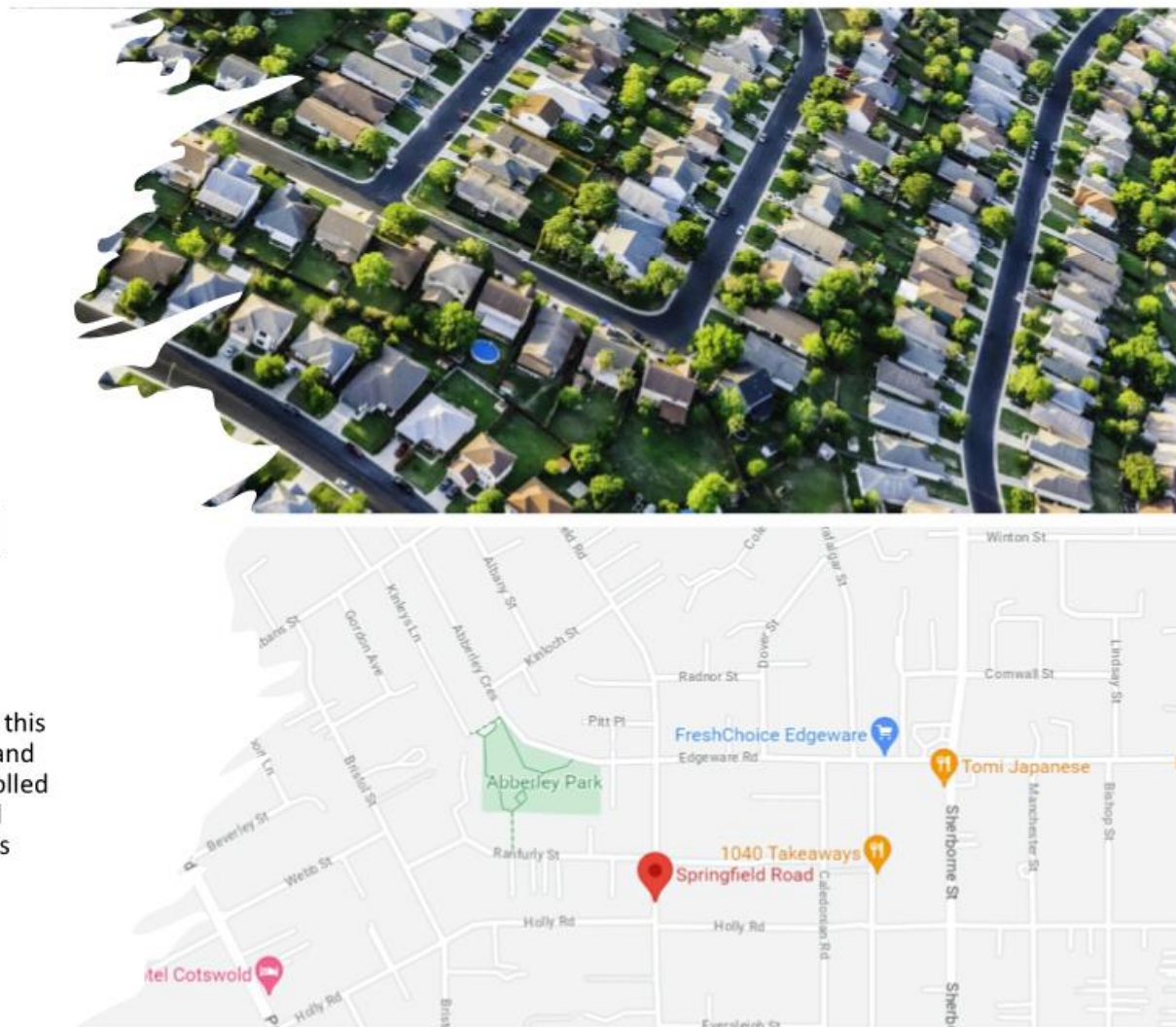


## Business case example

- Assume each person who drives and lives in ChCh loses only 1 minute per week due to the speed changes.
- That equates to removing 166 forty hr working weeks from the economy each week assuming 400,000 residents in ChCh. This is time that could be used on many different activities including commercial activities and is lost productivity! \$151,333/wk = \$7.87 million/yr at \$22.7/hr (minimum wage)
- Economic losses also result in health impacts and life years lost – this needs to be assessed otherwise we may do more harm than good.
- Add this to reduced emergency response times and I am pretty sure the business case will not stack up!

# Safe Speed Neighbourhood Hearing

St Albans resident, Kate Heap – in support of this review, particularly Springfield Road speeds and additionally propose that a crossing or controlled intersection is needed to meet your proposal aims of travel being safer surround all schools and surrounding neighbourhoods



## Schools 'Zones' and Childcare nearby

St Albans Primary Te Kura o Hato Opani

St Albans Catholic

Heaton Intermediate He Tiwai Matauranga

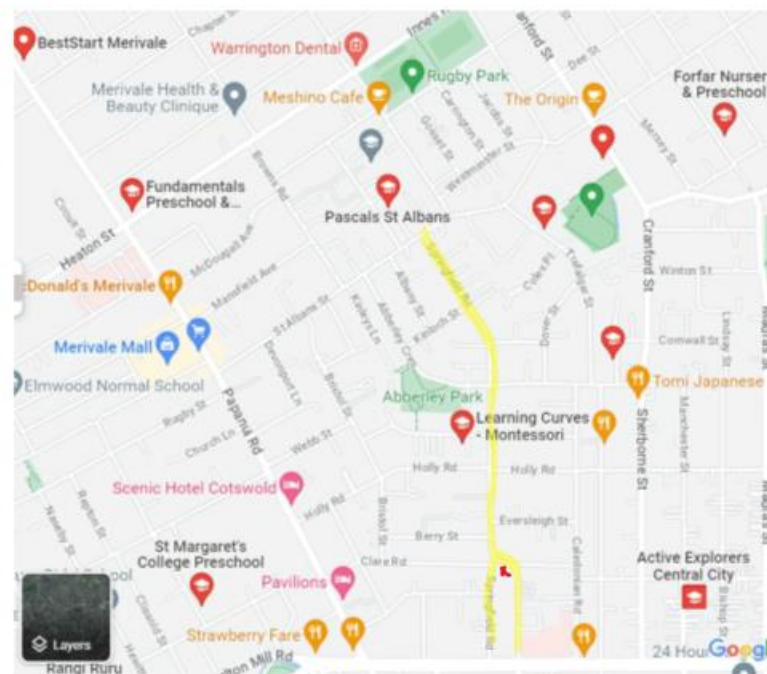
Christchurch Boys High School

Christchurch Girls High School Te Kura O Hine Wairoa

Burnside High School Te Kura o Waimairi-iri

Selwyn House, St Andrews College, St Margarets & Rangi Ruru

9 plus preschools, childcare or kindergarten nearby





# Zoning in and around Springfield Road

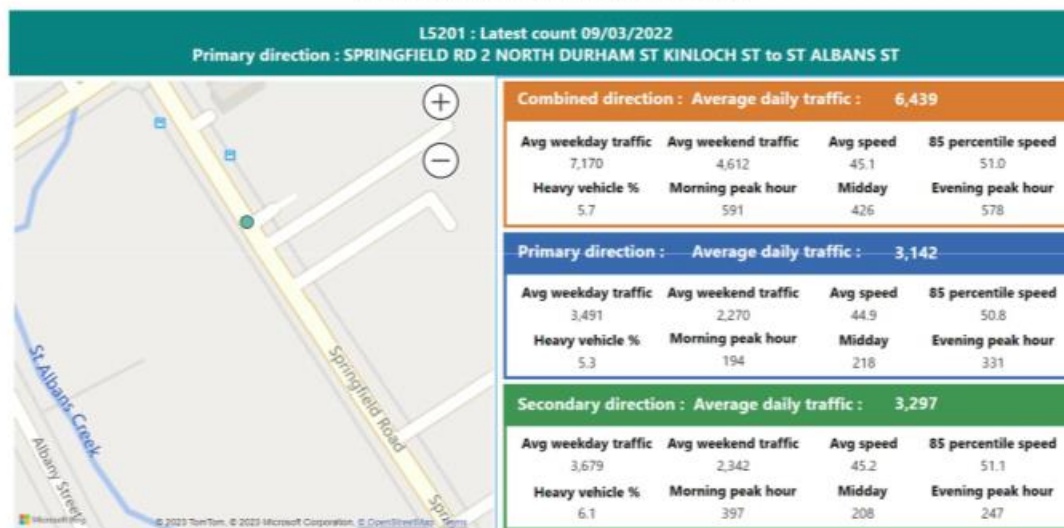


# Traffic link counts database



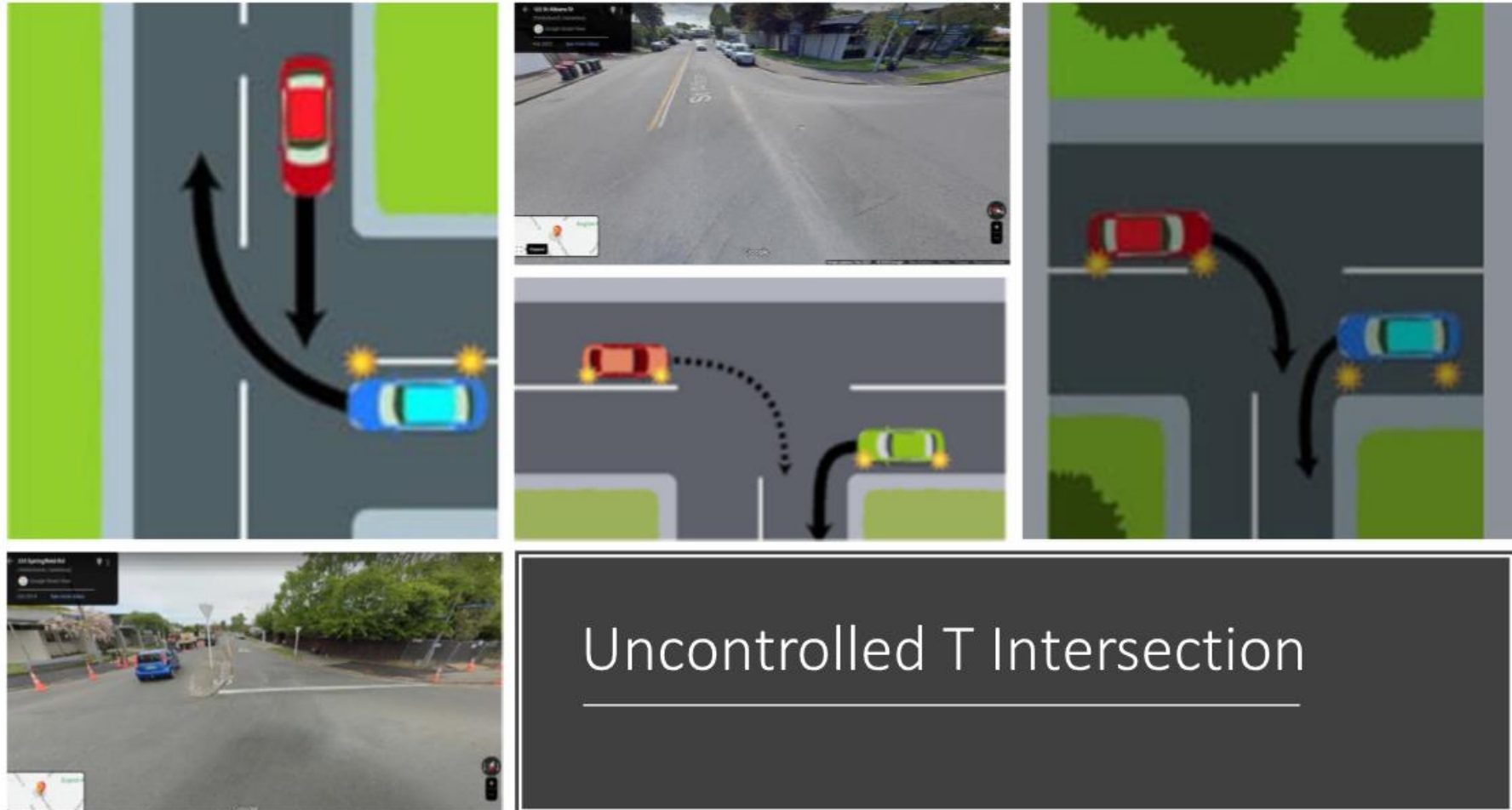
Durham  
Street North  
– connecting  
to Springfield  
Road

## Traffic link counts database



Springfield  
Road- near St  
Albans Street







## Speed reduction or Crossing?

- Springfield road has high foot traffic
- Heavy car traffic, particularly commute/school times
- 2km long
- Two major intersections both uncontrolled
- It lacks 'build outs' or natural traffic control or calming measures
- Issues in neighboring areas with enforcement in 30km and 40km zones and Potential if speeds reduced for driver frustration or congestion
- Climate emergency – carbon free transport should be prioritised
- Carbon free initiatives like walking school bus unsafe
- Independent travel in children should be encouraged- benefits include exercise, time outdoors, confidence, supports time poor families, reduce costs
- Also impacted – elderly, vulnerable, impaired or non-drivers, parents with prams.



COMMUNITY BOARD MEETING  
MINUTES



SCREENSHOTS OF SUPPORTING  
FACEBOOK COMMENTS



OTHER SUBMISSIONS  
COMMENTS IN SAFE SPEEDS  
CONSULTATION REF TO  
SPRINGFIELD ROAD



DATA IN ST ALBANS SCHOOL  
TRAFFIC PLAN SURVEY



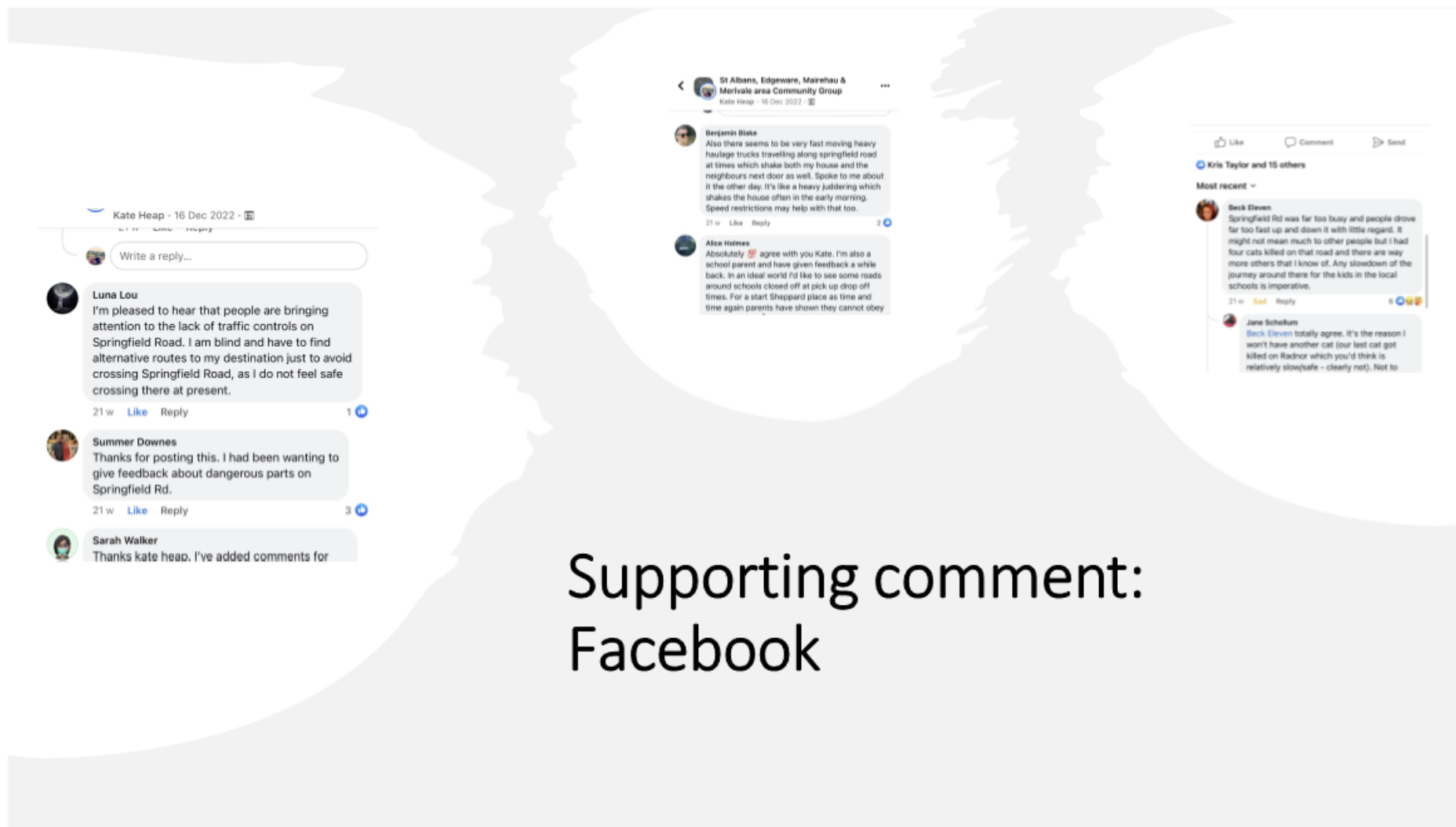
EMAIL COMMENTS HEATON  
PRINCIPAL JAMES GRIGGS



LETTER FROM ST ALBANS  
SCHOOL

## Supporting documents





TO Add to your comments at the hearing if you so wish.

I do of course support anything that enables our students to travel safely to and from school. The vast majority of our students travel to school by scooter or bus therefore pedestrian safety must be a priority for the Heaton catchment area with this consideration in mind. The recent approval of the Heaton St crossing is testament to this endeavour.

All the best for your submission

James Griggs  
Tumuaki / Principal  
Ph: 03 3559555  
Ph: 021 02479539  
[principal@heaton.school.nz](mailto:principal@heaton.school.nz)



He Tiwai Mātauranga  
Heaton Normal Intermediate  
Ekeā te pae Kahukura

# Support from St Albans Primary & Heaton Intermediate School Principals

From email:

Subject: St Albans School Board of Trustees Support for Kate Heap's Crossing Submission on Springfield Road

On behalf of the St Albans School Board of Trustees we wish to express our wholehearted support for the submission put forward by Kate Heap for the installation of a pedestrian crossing at Springfield Road. The safety and well-being of our students are of utmost importance to us, and we believe that a designated crossing at this location is vital in ensuring their safe journey to and from school.

As the Board of Trustees for St Albans School, we are well aware of the challenges that students face when crossing Springfield Road and other roads that surround our school which have been highlighted by our student council last year and form part of our Travel Plan created in conjunction with the council. The absence of designated crossings has resulted in situations where students must contend with heavy traffic and navigate unsafe conditions. This is a real concern for our school, our community and the Board.

We firmly believe that a crossing at Springfield Road would provide an effective solution to address these concerns. It would serve as a visual and physical reminder to motorists to exercise caution and prioritise the safety of pedestrians, particularly our students. It would instill confidence in parents and guardians, knowing that their children have a safe means of crossing the road and arriving at school without unnecessary risks.

Moreover, as a school committed to the well-being and holistic development of our students, we actively promote active transportation, such as walking and cycling, as a means of fostering a healthy lifestyle and reducing traffic congestion. However, without safe crossing options, parents and caregivers may be discouraged from allowing their children to walk, scooter or bike to school, leading to increased traffic congestion and associated environmental impacts.

We can create a safer environment for all road users, including students, parents, and residents of St Albans if this submission is successful. This initiative aligns with our school's values and the priority we place on the wellbeing of our students, and we believe it resonates with the broader goals of our community in creating a sustainable and pedestrian-friendly neighborhood.

We are confident that this initiative will have a significant positive impact on our students, their families, and the entire St Albans community.

Ngā mihi nui,

Andrea Harnett

Tumuaki - St Albans School

Ōtautahi (Christchurch)



## GROW - NURTURE - THRIVE

Here meai ai te hāhui meua ki te māpuna au,  
he meua rere tō tēhā tō tēhā,  
he hōwera, he hāinga, he kura.  
The flock of birds fly to the water source. Each of them fly differently. They connect in a place of learning, nurture and growth.

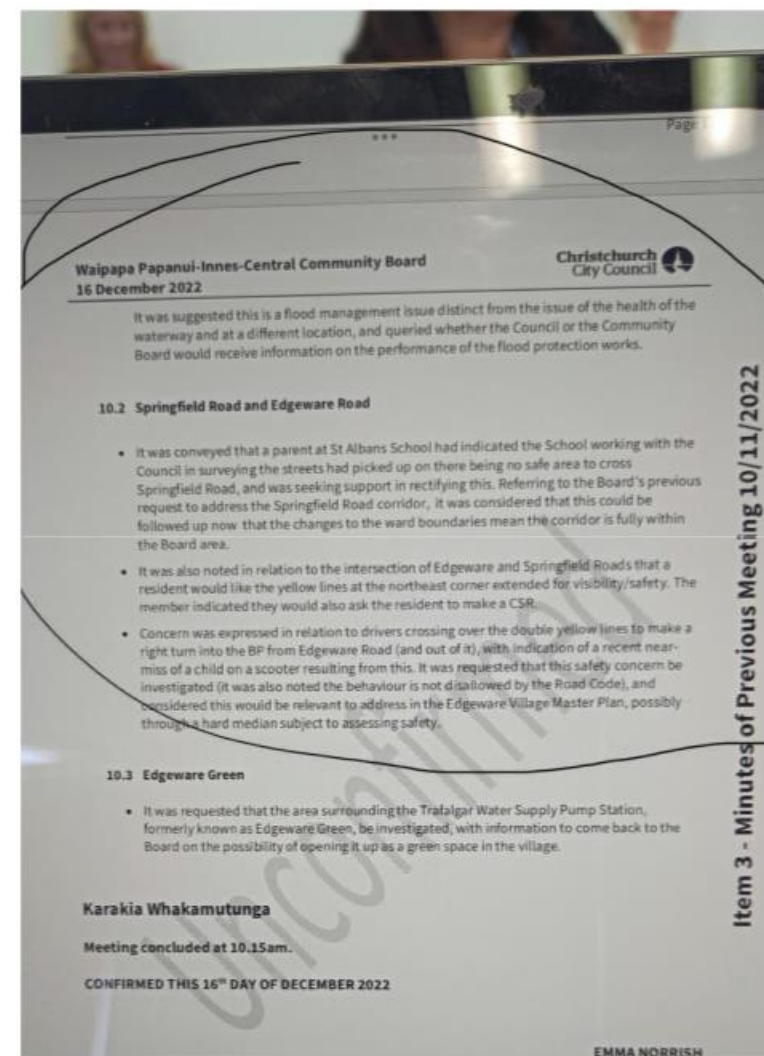


# Already in motion?

Waipapa Papanui- Innes-Central Community Board minutes

SARA- St Albans Residents Association

George Booty, CCC Community Travel Advisor advises me that Peter ? a Transport Planner of the CCC has recently undertaken a review of safety on Springfield road at the behest of Community Board. SARA sent me the minutes of a meeting in late 2022.





My submission in the recent Safe Speed Neighbourhoods Hearing supported a review of the speed and safety of Springfield Road in St Albans.

As a local resident with young children I wholeheartedly support a review of speeds and additionally propose a controlled or raised crossing or even traffic lights need to be installed somewhere in the middle of Springfield road to genuinely meet your proposal aims of travel being safer around all schools and surrounding neighborhoods.

The proposal stated: Whether you're visiting whanau and friends, letting tamariki walk, scooter or bike to school, or driving to work or home again, you should be able to do it safely.

As a proud parent of a student councillor, I was privy to a project by the St Albans school council, where the tamariki wanted to do more to encourage traveling to school on foot or wheels. The children did a survey to the community and received over 200 responses. I have included the actual data in my supporting paperwork, but in a nutshell 16 comments in just that one small survey indicated Springfield road was a problem or deterrent for those whanau and tamariki to safely walk or wheel to school.

I am here to ask you to consider the many families in school zones that may require the use or crossing of Springfield road on foot, scooter or bike.

I refer to St Albans Primary, St Albans Catholic, Heaton Intermediate and both the Girls High school and Boys High Schools and Burnside High Schools, not to mention the various private schools nearby in the merivale area.

Hundreds of children on a daily basis must make decisions on where to cross, when to cross and then frankly just dash across this curvy road with limited visibility, and hope to avoid cars in a 50km zone.

I could not stand by and miss an opportunity to bring this it to the attention of people who can minimize that danger

It is not just school routes- we must also bear in mind this road provides access to parks for play or to walk a dog, access to shops, pharmacy and doctors, the Marae, nearby supermarkets or a number of local churches, even the nearby Blind low vision NZ.

For local cyclists to connect up to access the new safe bike paths a large number need to cross Springfield road.

This is an area defined as residential median density and suburban density transition zones. Basically, this just means lots of people live on either side and this will only increase over time right?

Anecdotal Springfield road and connecting Durham Street North can easily be described as a busy road: in the data measured in 2021 an average of 7170 cars traveled in both directions at an average of around 45km during peak times. I would love to see the average speed data at 2am mind you.. but kids racing cars is another submission altogether..

Currently, in the nearly 2 kilometers running from Bealey Ave to St Albans Street there is no safe or controlled place to cross. Not one set of traffic lights.

I have requested but unfortunately not received the official crash data to give you the facts but it is common to hear of a nearmiss or 'ding' particularly at the Abberley / Edgeware road intersection.

The St Albans street end of Springfield road is a give way it can be very congested and confusing, indeed it is literally known as an uncontrolled T intersection.

It is not a controlled or safe place for crossing. I have seen MANY a near miss for children trying to cross. There is an island to wait in the middle of the road, not wide enough for a parent with a buggy or two kids on scooters- and with queued traffic in peak times children and drivers cannot see each other.

Now I understand the Springfield road corridor is a relatively busy thoroughfare and a reduction of speeds could increase driver frustration and possibly add to congestion.

I am told by a senior traffic engineer that Springfield road does not have any side friction, no build outs like planting that can help slow traffic without actually changing a speed limit or indeed support and naturally encourage slower driver speeds. You could after this review change Springfield road to 40k but I believe without additional measures average speeds may not dramatically change and will not allow any more of a safer crossing

I refer also to issues discussed in this hearing last week with enforcement of speeds in the surrounding area particularly in newly 30 and 40km zones. I accept that speed reduction may not be the right solution, and I reiterate that if speeds cannot be addressed then traffic calming or control measures need to be introduced; as currently crossing is fundamentally unsafe. I also don't believe we can expect people to walk scoot or cycle up to 1.5km to the other end to use the lights to cross back at Durham Street / Bealey ave?

You councilors have declared a climate emergency and having safe carbon free ways of getting around is a part of this. I have spoken about school age tamariki, but consider also vulnerable community members - elderly, disabled, vision impaired, parents walking with prams, pre schoolers, these groups are seriously impacted if no safe ways to walk or cycle exist.

For schools or local families looking into carbon free initiatives like a walking school bus which was a well supported outcome of this St Albans school council survey- volunteers cannot

comfortably and safely take responsibility for other local children and implement these initiatives without safe crossing access.

I'm mindful of time, so by way of conclusion I would like to add into today's hearing and onto public record my powerpoint containing some documentation in support of a review and consideration of implementing a controlled crossing on Springfield road,

:namely

- comments from the minutes of the relevant community board meetings
- screenshots of supporting Facebook comments
- others submission in the safe speeds consultation process,
- data from the recent St Albans school traffic plan survey - 209 responses from 600 plus families and 16 specific comments stating Springfield road directly impacted the ability for children to walk or wheel to school.
- Emails comments from Heaton Intermediate
- letter from St Albans School board and principal

Unfortunately as this was a bit of a last minute crusade for me I didn't have the time to engage with other schools but I expect if I did that they would likely Echo the comments of Principal Andrea Harnett and the St Albans School Board:

*We firmly believe that a crossing at Springfield Road would provide an effective solution to address these concerns. It would serve as a visual and physical reminder to motorists to exercise caution and prioritise the safety of pedestrians, particularly our students. It would instill confidence in parents and guardians, knowing that their children have a safe means of crossing the road and arriving at school without unnecessary risks*

Nga Mihi  
Kate Heap

Resident of Durham Street North  
M 021 027 38890





St Albans School 2022

Christchurch City Council

St Albans School

## School Travel Plan – Data Collection & Analysis 2022

Community Travel Advisor:

George Booty

School Principal:

Andrea Harnett

Date:

September 2022

Version:

1.0

TRIM Reference: 22/1205157

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TRIM Reference: 22/1205157

School Travel Plan  
St Albans School 2022

## Summary

This was an online travel survey for St Albans School, to help establish key travel modes and travel issues for the school. Responses for the survey included 209 parents and 20 staff.

The main barriers to more students not walking, cycling and scooting have been identified as parents dropping their child/ren on the way to work, a family member having a physical disability and a general feeling that the crossings around the school are unsafe for their child/ren to manage. However, it's important to note that the survey shows very good rates of active transport when getting to/from school within the school community.

Congestion and safety issues feature highly as concern for respondents. The main safety issues include too many vehicles trying to find a park. Parking on no parking lines and over driveways were identified as issues in the area. Unsafe behaviours such as unsafe parking and double parking were also identified as an issue outside the school.

## Introduction

### School Travel Plan Purpose

School Travel Planning is an internationally recognised process whereby a school, working in conjunction with its local city council, determines how it can promote safer and more sustainable travel options for its pupils.

School travel plans equip young road users with the skills to become safe and competent on the road. If more children walk and cycle and appreciate the importance of the road rules then they are likely to have a better understanding of how they should behave around pedestrians and cyclists if they chose to drive later in life.

### Road to Zero

The New Zealand Government has a long-term goal for road safety in New Zealand under its Road to Zero Strategy and has set out in its vision: *"We all make mistakes from time to time. We need to stop simple mistakes turning into tragedies."* To support the vision, Road to Zero takes a Safe System approach to road safety. This approach means instead of focussing on a single safety intervention, such as improving driver behaviour, the safe system looks at all elements of road safety working together.

### Document Purpose

The purpose of this document is to provide data and analysis of the current trends and concerns around school travel at St Albans School so that an effective school travel plan can be developed and implemented.



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## Methods

### *Data Collection and Consultation*

In August/September 2022, students, parents and staff were asked to partake in an online travel survey.

Data Source	Date(s) Collected	Method	Sample Size
Parent Survey	August – September	Online	209
Staff Survey	August – September	Online	20

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## School Travel Planning Data Collection Results & Discussion

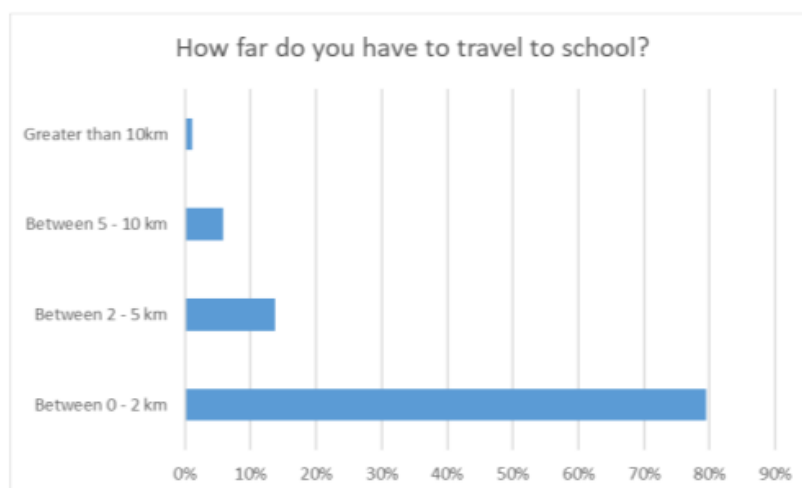
### Modes of Transport

Parent Survey Data – How does your child usually travel to school?

	Years 0 to 2	Years 3 to 4	Years 5 - 6	Total
Car	46%	37%	28%	35%
Walk	44%	46%	23%	35%
Scoot	13%	20%	43%	26%
Bike	2%	6%	4%	4%
Other	0%	0%	1%	1%

Encouragingly, there is a strong representation of active modes when travelling to school across all year groups. The predominant modes are both walking and travelling by car. There is also a good representation of scooting and biking. Active modes are considered as walking, scooting, cycling, and bussing.

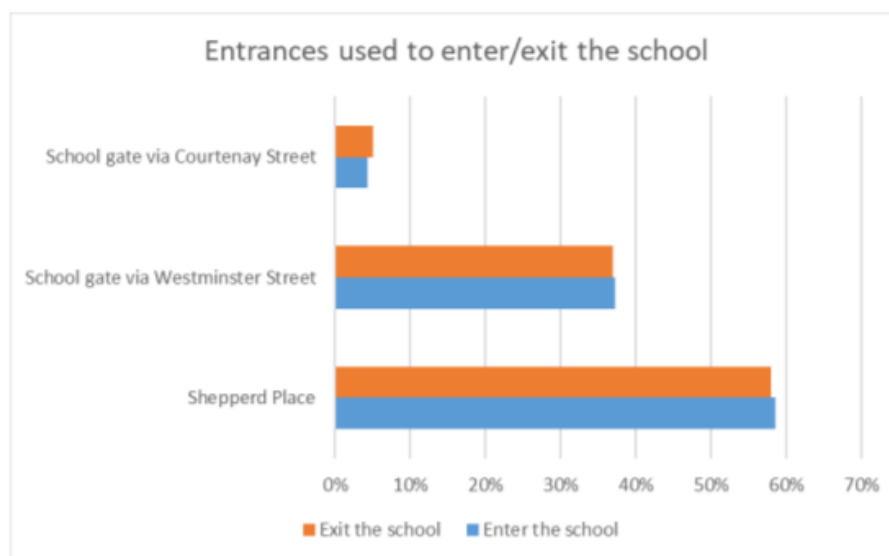
Parent Survey data – how far do you have to travel to school?



Approximately 79% of respondents live under 2km from school, this is reflected in the previous question by the high usage of active modes to get to school. These are prime candidates for using active modes.

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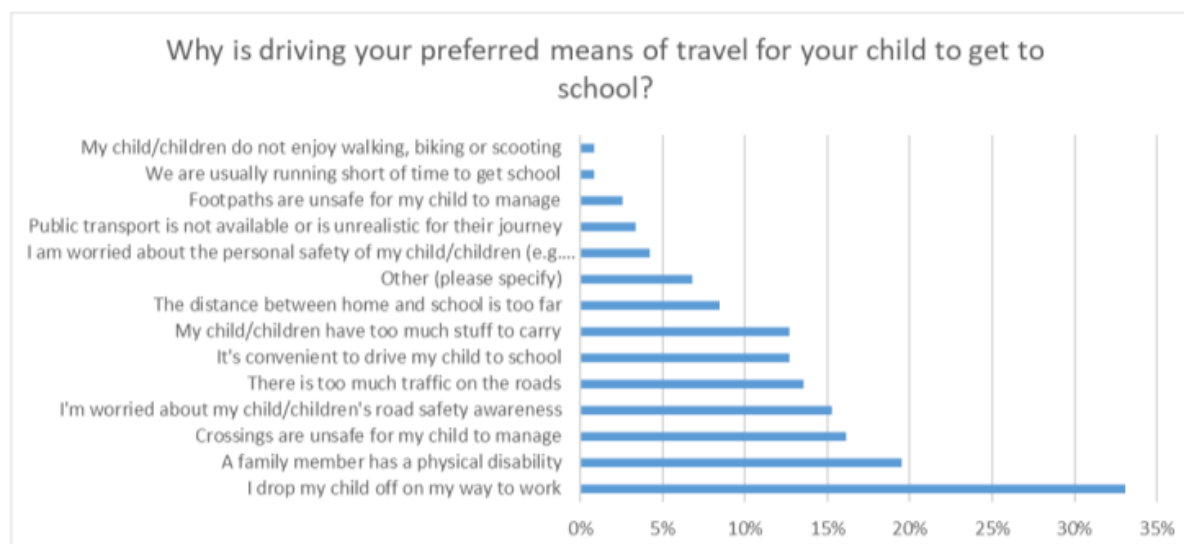
### Entrances used to enter/exit the school



The entrance/exit at Sheppard Place is well distributed, given that this is the main school entrance and is where the school drop off areas are. Entering and exiting via the school gate at the back of the school is equally a popular choice, with families accessing the school gate via Westminster Street and Courtenay Street when taking their children to school.

### Student barriers to active mode choice

Why is being driven in the family car or carpooling your preferred means of travel for your child to get to school?



The three main reasons people preferred to drive their child to school was due to dropping them on the way to work, a family member has a physical disability and feeling that the crossings are unsafe for their child/ren to manage.

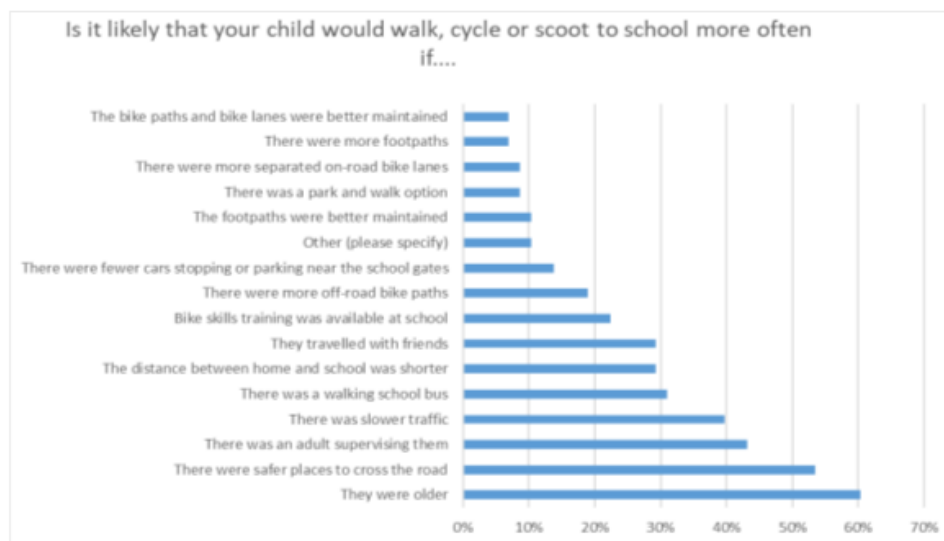


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**Other (please specify)**

- I'm pregnant and house is too far
- To take to after school activities further afield
- Too cold and wet/icy in the mornings to scooter/bike

**Is it likely that your child would walk, cycle or scoot to school more often if...**

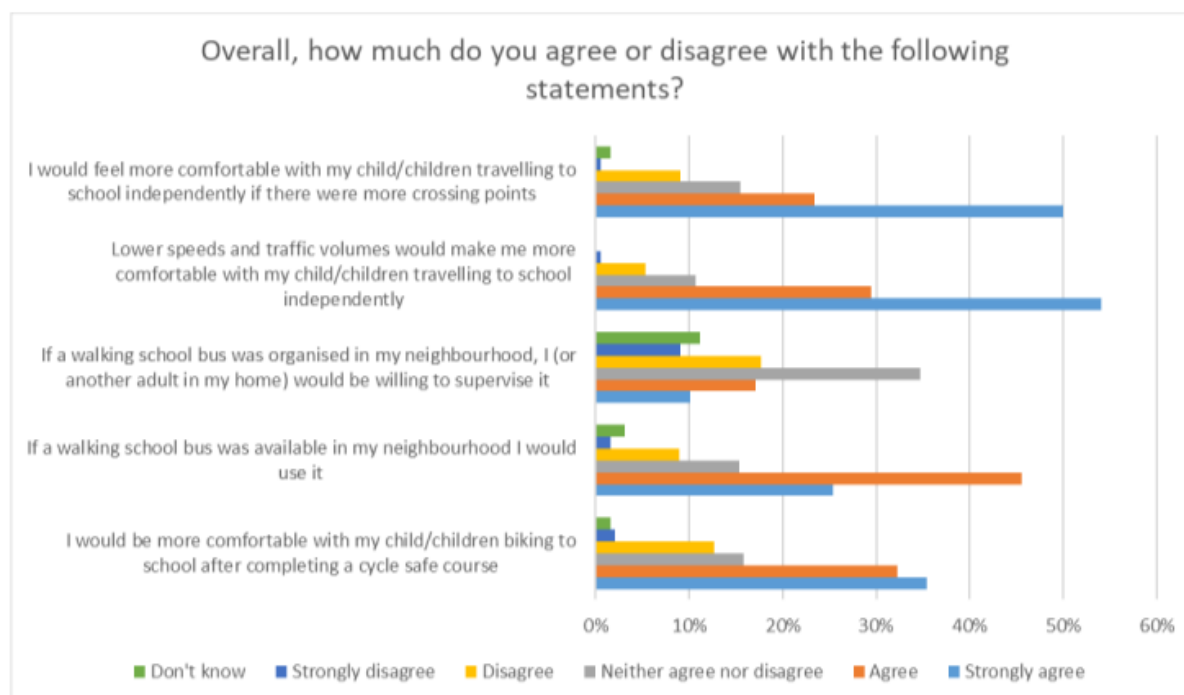


To lead on from the main reasons people preferred to drive their child to school they were then asked what would make them walk, cycle or scoot more often. The main factor that would encourage them to use active transport more often was if their child/ren were older. The second and third most popular factors if there were safer places to cross the road and if the distance between home and there was an adult supervising them.

**Other (please specify)**

- If there was less traffic turning down Flockton and Francis street from Westminster street. Too much traffic!
- his scooter was stolen recently.
- There was a bus available
- We usually car in the winter

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*Interest in initiatives*

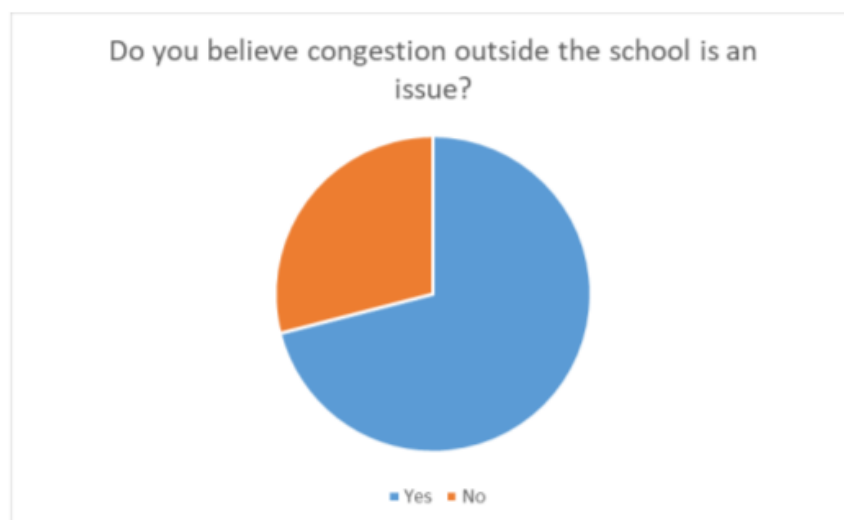


73% of respondents would feel more comfortable with their child/ren travelling to school independently if there were more crossing points, with 83% agreeing that lower speeds and traffic volumes would make them more comfortable with their child/ren travelling to school independently. 68% of respondents indicated they would be more comfortable with their child/ren biking to school after completing a cycle safe course. Christchurch City council offers cycle safe skills training to year 6 students.

71% of respondents agree that they would use a walking school bus if it was available in their areas, with 27% being happy to help supervise it. If this was something that the school would like to pursue as a school initiative, your community travel advisor can send through the contact details of those happy to supervise the walking school bus that shared their contact details within the survey.

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### ***Congestion issues outside the School***



Approximately 71% of respondents felt as though there was congestion outside of St Albans School.

### **What do you see as the main issues?**



From the 71% who felt there was a congestion issue, around 42% of them felt as though there is too many vehicles trying to find a park. Parking on no parking lines and over driveways were identified as issues in the area. Unsafe behaviours such as unsafe parking and double parking were also identified as an issue outside the school.

### **Other (please specify)**

Answers to this question can be found in the appendix of this document



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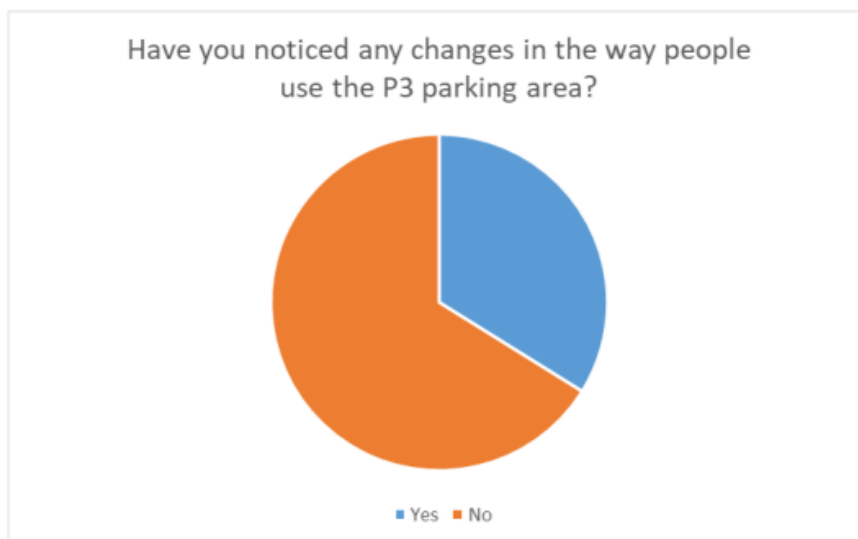
### ***Sheppard Place Innovating Streets Project***

Christchurch City Council recently completed road art painting outside the school on Sheppard Place in the P3 parking area, as part of the Innovating Streets project. These questions were included in the survey to understand whether this has increased people's awareness of the project.



Approximately 68% of respondents have noticed the work that been completed outside the school, as part of the Innovating Streets project.

### **Have you noticed any changes in the way people use the P3 parking area?**



Approximately 34% of respondents felt that they had noticed changes in the way people use the P3 parking area.

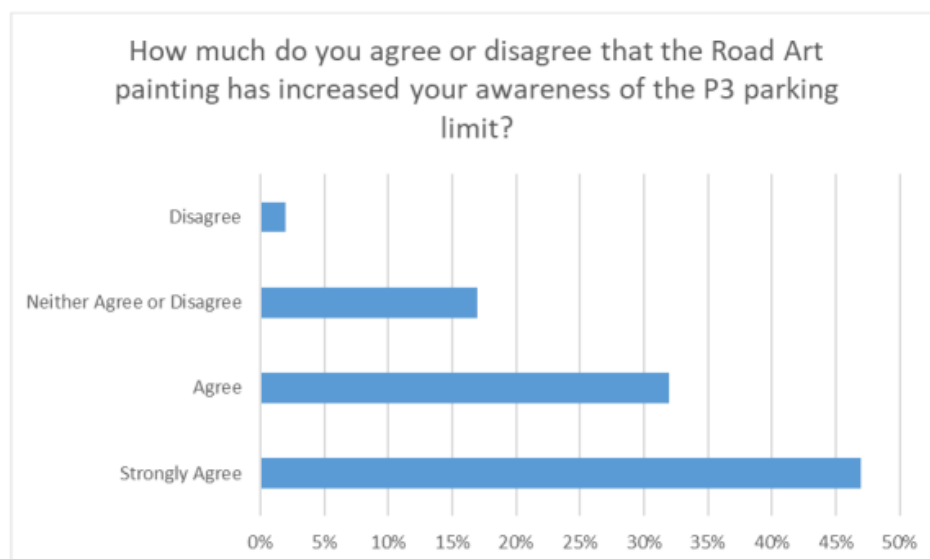
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**What changes have you noticed?**

- People are more or less sticking to the 3 minute rule but people coming out the the parking spaces don't indicate and pull out with no warning.
- that people are pulling up and letting their kids out, and driving on. Rather than physically parking the car, walking in and then holding up traffic. It's much better.
- move quickly
- Fewer people parking for longer than 3 mins
- Bring more attention car driver, separate lane
- I think it may have helped to the flow a little more but itâ€™s still an issue along Shepherd place.
- other drivers move forward when in the zone to allow space for more cars to park comfortably.
- People not stopping for as long.
- More careful
- Donâ€™t stay as long
- People seem more aware of the time limits
- Quicker drop offs, parents not leaving cars
- I think it has been better - people are not trying to stretch the rules as much.
- Obey 3 min parking
- No mention of it in the newsletter so it must be working
- Less congestion
- More smoothly handled traffic
- Less time spent in these parks.
- They are more aware bout the P3 rules.
- More noticeable that cars shouldn't park for too long
- Parking dropp off only
- Parking lines are more clear

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**How much do you agree or disagree that the Road Art painting has increased your awareness of the P3 parking limit?**



Approximately 79% of respondents either strongly agree or agree that the road art painting on Sheppard Place has increased their awareness of the P3 parking limit outside the school.

### *Locations and Safety Issues Identified*

**Parent survey - Thinking about children's safety when travelling to school... Are there any locations where you feel that children could be safer when travelling to or from school?**



Approximately 63% of respondents felt that there are locations when travelling to or from school that could be safer for children.



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**Please tell us more about the location of most concern (street names, intersections, etc)...**

Top locations identified (all responses to this question can be found in the appendix of this document:

- Crossing Cranford Street
- Crossing at the Cranford/Westminster Street intersection.
- Crossing at the Courtenay Street/Westminster Street intersection.
- Springfield Road
- Westminster Street entrance.

The intersections that all link to Westminster Street (Roosevelt Ave, Courtenay Street, Cranford Street) were mentioned many times by respondents as areas they felt were unsafe. There are general concerns for crossing Cranford Street, due to regular red light runners. There are also safety concerns around the Westminster Street entrance to the school.

**Parent Survey - Why do you feel that children are not safe in these locations while travelling to or from school?**



Cars travelling too fast, inconsiderate and dangerous driving by other road users and there being too many cars on the roads were the main factors as to why parents felt children were not safe at the locations of concern when travelling to or from school.

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**Why do you feel that children are not safe in these locations while travelling to or from school? - Other (please specify)**

- Cars coming around the corner and from the street directly behind
- Really just lots of cars using them as throughfare
- There is no safe crossing points or a clearly marked crossing at the intersection, drivers can't see the kids coming round the corner
- No fencing around crossing points at the edge of footpaths/road
- Quite busy
- Lack of Pedestrian crossings only applies to Westminster Street gate.
- Lack of green advance arrows causes cars to run red light
- Drivers ignoring red light
- There is no crossing at Westminster street. Car drivers are good and careful but a crossing is needed
- The traffic Island on Westminster-west of the school is not used as people don't like crossing the Courtenay Street intersection so that is why most families cross directly in front of the school.
- Daily crossing support is awesome
- Road too wide
- Not stopping for red lights and going through lights before pedestrians have left the road
- I accept that Lee (Leigh?) the crossing lady is there, but I've seen her have near misses because drivers won't wait at the light
- The Medical Centres Sign obstructs the view of oncoming cars.
- Too many cars, also footpaths very slippery and uneven
- There are too many things going on at this intersection. It is difficult for cars to find a break in traffic, Some cars wave kids on, only to place them in front of other cars. We do not let a 6 year kid use this intersection.
- A lot of cars run at speed down Mersey and Severn streets at speed during peak times
- Parking spaces vs bus lanes vs trade vehicles
- Multiple intersections within close proximity - cars come from 4 directions so heavy traffic flow after school therefore multiple directions to look out for cars and bikes from
- No crossing islands
- Westminster/Cranford Street is very poor design with drivers frustrated waiting for turning cars and then running lights. Not enough green arrows for cars turning and intersection too small, not enough lanes for through cars.
- Parents encourage kids to just walk behind cars and assume the driver sees them

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## Staff Travel Survey Results

How do you currently travel to work?

	Total
Car	63%
Carpool	11%
Walk/Scoot/Skate	5%
Bike	16%
Bus	5%

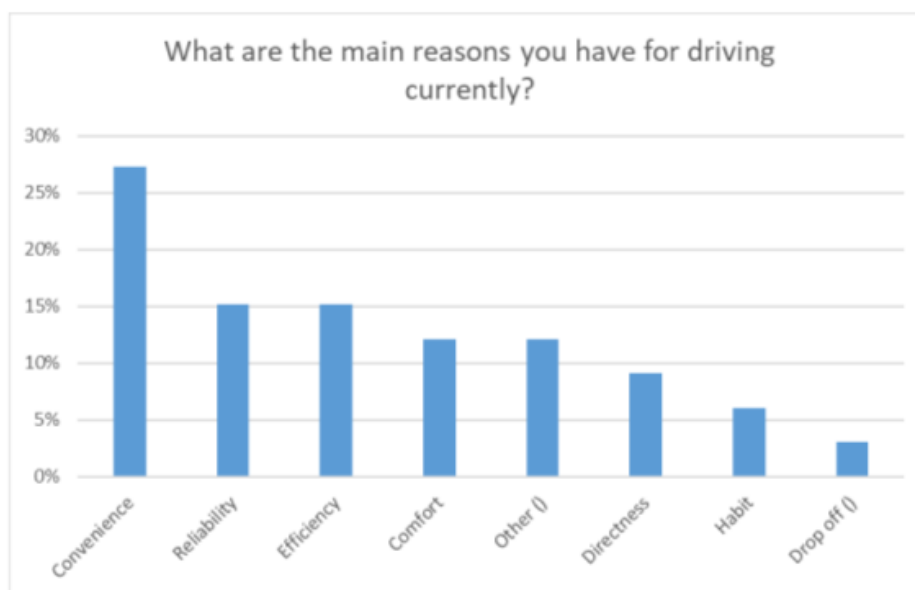
The predominant transport mode for staff is travelling via car.

How far do you travel to work?

	Total
Between 0 – 2km	16%
Between 2 – 5km	16%
Between 5 – 10km	42%
Greater than 10km	26%

Staff travel from a variety of distances with the largest group travelling between 5 - 10km each day.

What are the main reasons you have for driving currently? (Select all that apply)





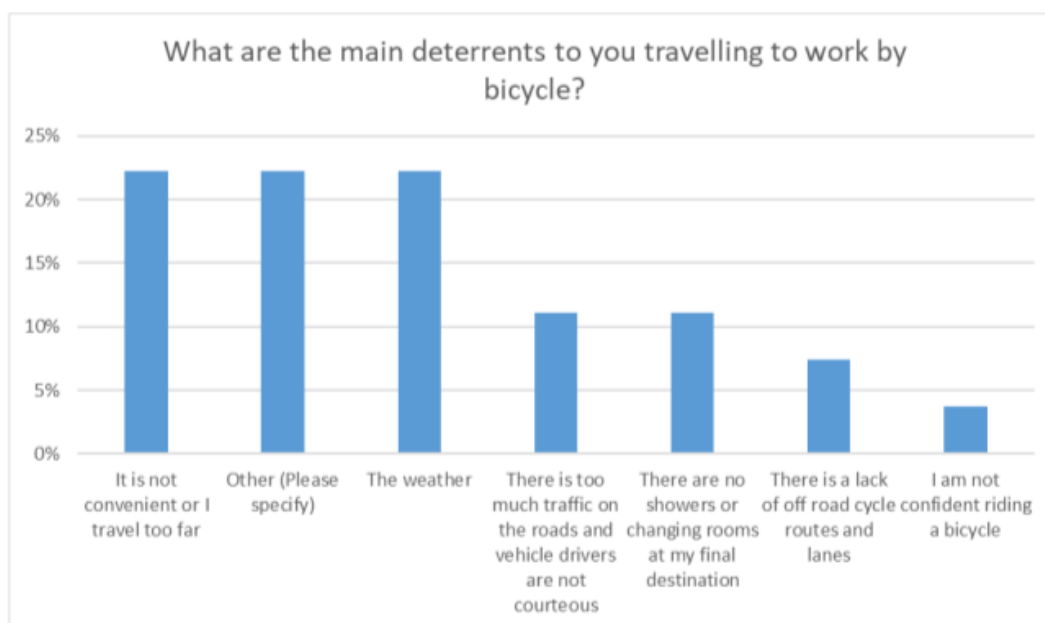
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Convenience was the main reason people drive to work. Reliability, efficiency and comfort were other reasons people choose to drive.

**Other (please specify)**

- Often have books or equipment to transport
- I am saving up for an ebike
- Carrying stuff i need for working with year X children
- Weather

**What are the main deterrents to you travelling to work by bicycle?**



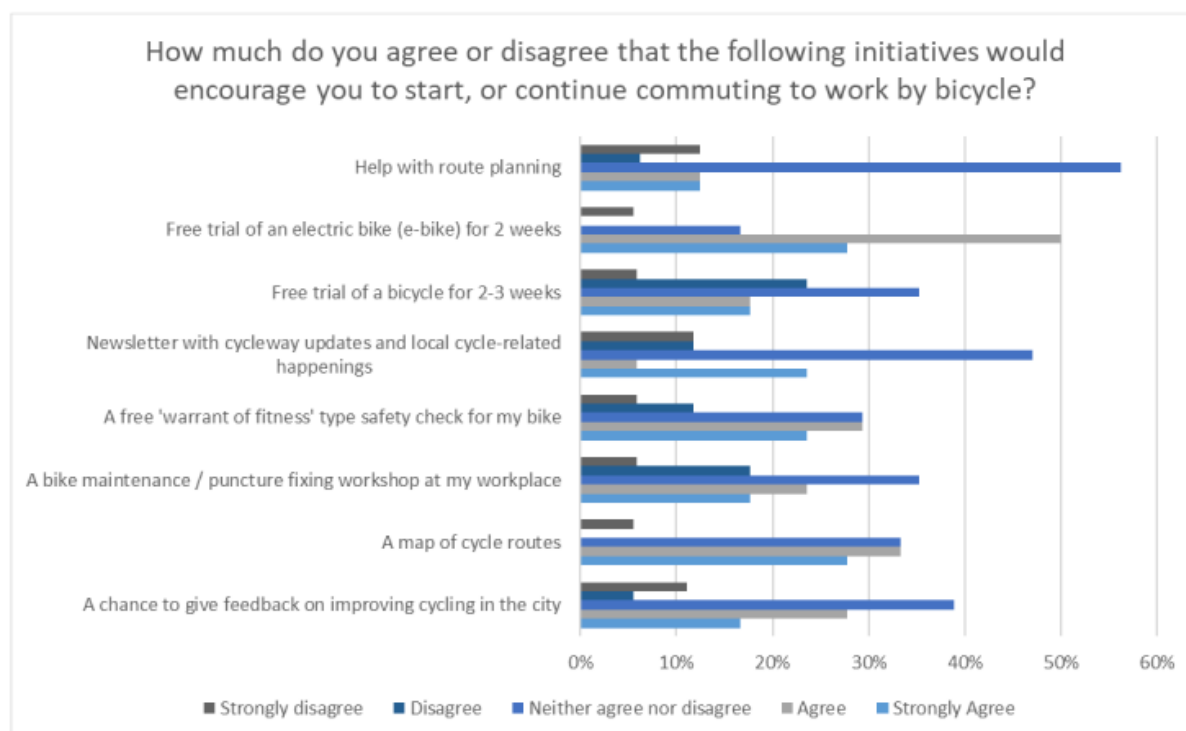
The weather and not convenient or travelling too far are the main factors as to why people do not cycle. The other category also mentions the amount of bags they have to carry and having to transport other children as deterrents to travelling to work by bike.

**Other (please specify)**

- Carrying extra bags, no direct bus service and don't want to be on a bus with so many other people in this pandemic
- Transporting my own children to other locations.
- I often collect children from a school too far away to make it practical to bike.
- Need to carry books, laptop etc
- I live In Lyttelton and biking through the tunnel is not allowed.
- Usually I have too many bags and work things to bike

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**How much do you agree or disagree that the following initiatives would encourage you to start, or continue commuting to work by bicycle?**



Christchurch City Council has an up to date online map of cycle routes around the city, 61% of staff agreed a map of cycle routes would encourage them to cycle more. It is possible to have some physical maps delivered to the school when the new map is released.

Christchurch City Council has a cycling newsletter that keeps people up to date, it may be worth sending out the link to staff to sign up to this, with 30% believing it would help encourage them the cycle more often.

Around 42% of staff were interested in a bike maintenance workshop at their workplace and 53% were interested in a free 'warrant of fitness' for their bike. This is something Christchurch City Council could look to explore offering to staff members.

There was significant interest in either trialling an e-bike for 2 weeks or a push bike for 2-3 weeks, with 78% interested in an e-bike trial, and 36% interested in a push bike trial.

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### School Travel Planning - Next Steps

1. Establish membership of St Albans School Working Group and assign responsibilities to those contributing to the development of the school travel plan.
2. St Albans School Working Group meet to consider the data content of this report to inform their decision making and the further development of the school travel plan.
3. Actions to be decided upon by Working Group and an action plan developed.
4. School Student Travel Policy developed.
5. A signed agreement between the school and the Christchurch City Council to implement the actions in the school travel plan



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## Appendix A: Parent Survey Answers

### Q38 – What do you see are the main issues? (Other)

- Don't understand why people can't park further away and walk a few minutes to pick their kids up!
- Not enough parking
- Traffic volume on Cranford St
- Parents not following the parking rules for drop off pick up zones and not prepared to park a short distance away and not considering the safety of others
- Parents parking and leaving the car, other parents can't drop off in shepherd place
- Difficult to negotiate bottle neck on sheppard place on bikes
- There should be reduced or no pick up on Sheppard Place. Too chaotic. Parents who drive should park and walk. Make the school entrance much safer for all!
- Driving speeds unsafe
- Not keeping to the time limit
- Too much congestion, not enough crossings, especially on westminster and Courtney
- Bad drivers so I try and avoid the street
- Lots of traffic driving along the street by the gate. The crossing points - a number of streets : junctions cars came along and directions to look at when crossing.
- Speeding, street too narrow for some poor drivers who can't make space for oncoming cars, speeds on Westminster St since roundabout taken away, speed down Courtney St, light phases at Westminster & Cranford too short on phases when driving along Westminster and CONSTANT orange/red light running.
- Cars driving too fast
- Awful driving skills and bad judgement
- People parking longer than 3 minutes
- Insufficient parking spaces for parents that genuinely need to use their cars
- A general lack of awareness and care for other road users
- Road too narrow to accommodate parking each side
- Impatience of self important drivers
- The intersections around the Westminster Street are very busy with cars driving through/turning into the intersections. There are no restrictions on drivers around this

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area and it can be very unsafe for kids to cross the roads with the number of cars coming from multiple directions (3 intersections very close by and traffic coming from 4 directions)

- No indication out of parking spaces
- No one to police ignorant parents that drive and park in an unsafe manner.
- All parking unsafe no one monitors the carpark of English park where parents park so many complaints have been made children and especially parents just walk out by cars reversing and expecting car to just stop or know they are there it's quiet dangerous
- People were adhering to 3 mins for a while but I see people park there at 2.45 and are still there just leaving at 3.10!

**Q40 - Please tell us more about the location of most concern (street names, intersections, etc)...**

- A controlled crossing at Westminster st gate
- Alleyway on hills rd to onewe place to get to Briggs rd
- As mentioned above the roads directly outside the Westminster street gate- that section of Westminster and where people fly into Courtney place and Roosevelt street
- As previosuly, Springfield Rd/St Albans Street
- Bend in St Albans St as it turns into Courtney St ha scars flying it around it despite 40kph limit and its hard to see around the corner from the crossing where the island is
- Cnr of St Albans street and Springfield Rd
- Coming down Flockton St and turning on Westminster. All the way along Westminster with 4 streets turning onto Westminster.
- Courtney westminster street intersection
- Cranford
- Cranford and Westminster
- Cranford Road, and in and around the English Park carpark by Cranford Road
- Cranford St and Cranford/Warrington intersection. Carpark in English car park needs a dedicated walking path
- Cranford St and Shepherd Place
- Cranford St crossings and Westminster near the back gate.
- "Cranford St intersectionâ€¦even with Lee there!
- Also crossing Westminster St opposite the school gate school have a road patrol"

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- Cranford St pedestrian crossing outside English Park car park. Constant near misses from cars running red lights. Most cars don't realise they have run the red until it's too late, they are looking at the traffic lights further on
- "Cranford St west side between Berwick St crossing and English Park. It's 2 lanes of traffic going northbound and the cars that swing round the bend leaving Berwick St onto Cranford going north nearly mount the pavement as the road is narrow the corner is sharp and the road is right up next to the pavement.
- When children are travelling to and from school they get dangerously close and I have seen a number of near misses. There needs to be a barrier between the road and pavement here before there is an accident."
- "Cranford St, all intersections between Innes Rd & Edgeware Rd.
- Westminster St/Courtenay Pl/Roosevelt St intersection area, parking and turning vehicles and kids crossing and vehicles parked on the footpath "
- Cranford St, Westminster St
- Cranford st. Very busy and times where people don't stop at pedestrian crossing traffic light
- Cranford street
- Cranford street
- Cranford Street
- Cranford Street car park
- Cranford street crossing with Westminster street.
- Cranford street traffic light between Westminster Street and Berwick Street
- Cranford Street, even with a person helping at the Westminster /Cranford street intersection it is dangerous and cars run lights and dangerous around English park entrance and the crossing.
- Cranford street. Particularly the crossing opposite English Park
- Cranford Street/Westminster Street intersection
- Cranford street/Westminster street. Thames Street
- Cranford Westminster junction
- Cranford/Westminster intersection
- Cranford/westminster street intersection
- Crossing Courtenay Street at top of Trafalgar Street



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- Crossing Cranford st. The speed limit needs to be lowered and the crossing between Warrington & Westminster intersections is taken away. So many drivers run the lights here.
- Crossing Cranford Street
- Crossing Cranford Street
- "Crossing Cranford Street at Edgeware Road
- Crossing Manchester st where it meets Edgeware Road"
- Crossing Cranford Street, due to red light runners
- Crossing Cranford Street. Crossing Westminster where there is no safe road crossing
- Crossing Cranford street. It is so busy, cars travel fast and are impatient because all traffic around St Albans streets were all directed onto one main road (Cranford Street). However because of an amazing volunteer who is there every day before and after school who needs to be recognised and acknowledged for her commitment to keeping our children safe, our children are crossed safely.
- Crossing Crawford Street
- Crossing over the road to the Westminster Street gate. Crossing at the top of Sheppard Place instead of walking the loop.
- "Crossing Roosevelt Ave at Westminster St end.
- Crossing Westminster St (opposite the school entrance)"
- Crossing Rutland street by bike from Hawkesbury Ave
- Crossing Springfield Road
- Crossing the road across Courtney street at the Courtney Street and Westminster Street intersection as well as crossing across Westminster Street near the school gate (cars come from 4 directions at Courtney street crossing plus cars parked along the street on an already narrow intersection and no restrictions/lights/traffic islands to help get students across the road safely). This crossing is extremely unsafe particularly after school. The Roosevelt Street crossing is also very busy however slightly less traffic flow.
- Crossing the road at the Westminster at gate
- Crossing the road on Springfield Road. Also there are many blind driveways down Trafalgar Street, I have seen many near misses.
- Crossing Westminster street
- Crossing Westminster Street and going through the entrance to school.
- crossing Westminster/Courtney Streets - constant traffic

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- Crossing Westminster near back gate
- Crossing Westminster St across from the school's Westminster entrance
- crossing Westminster Street is very dangerous.
- Crossing Westminster street outside the school ... crossing Courtney Street by Westminster ... VERY VERY dangerous ...
- Crossing Westminster to the Westminster school gate
- Down St Albans Road to Papanui
- Edgware is too busy said 30 kms but not busy Respec it
- Feel safer at the Westminster gate vs the Shepard Pl gate due to traffic volume
- "Forfar street, mersey street as they have to look 3 different and Many dont.
- Uneven surfaces on footpath along westminster street"
- "Francis and Westminster
- Flockton and Westminster "
- I think we need a pedestrian crossing outside the entrance on Westminster Street. I don't think this needs to be a crossing monitored by a road patrol
- Intersection of Westminster and Courtney. People speed around the corner constantly and cut across from Roosevelt to Courtney dangerously.
- Intersection of Westminster and Severn streets and the intersection of Westminster and Mersey streets
- Junction at St Albans road and Springfield road -- crossing Springfield road
- New Cranford St crossing and the Cranford Westminster intersection
- New development and preschool entrance on Cranford Street. Once the new resintial is occupied it will be another point where we need to stop the children. Cranford Street relocated ped crossing. Traffic travelling southbound often does not stop. I wouldn't let my child use that crossing independently. It causes congestion. It was better at the at the Berwick Street intersection for all. Westminster Street - at peak times difficult to cross Westminster. Ped refuges and reinstate pedestrian crossings at the Mersey, Thames and Forfar intersections crossing Westminster.
- Not so much the road but a clear path bike track that goes from the footpath track into the school around the English park parking area entrance
- outside our school - it should be a no vehicle area -
- Outside Westminster Gate. I understand from recent traffic counts that just as many children cross here as at Trafalgar Street, which has a kiwi crossing. I have witnessed many

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near misses too. Crossing Courtenay along Westminster is tricky too as cars are constantly coming in and out at this intersection.

- Pedestrian crossing on Cranford Street outside English Park
- Reduced speeds on Sheppard place, and smoother transitioning on Cranford st, especially exiting the carpark, is often hard to see as the bus stop is right there, and the merging point needs to be extended as is rather dangerous were it is right by the car park entrance , there is red lights and pedestrian crossing there but there is considerable amount of cars that drive through the red light .I do not allow my child to ever cross here.
- Roosevelt ave and Westminster -cars cut corners and speed
- Rutland / st Albans street intersection
- Rutland street, St Albans st intersection is very dangerous. You have cars running red lights. A cycle way using the road and the footpath changing back and forth in several places. We have had several close calls of the children nearly being knocked over by adults of bicycles despite our best efforts to educate our children to stay close and walk safely together. I certainly wouldn't feel comfortable letting them walk on their own.
- Rutland/St Albans street lights, Massey crescent
- Shepard Place - too many cars trying to park, waiting for too long in the limited parking time areas.
- Shepard Place and Westminster Street
- Shepard's place & Springfield road/at albans
- Shepherd place entrances
- Shepherds place
- Sheppard, directly outside school
- Sheppard's place needs to turn into a straight driving lane no parking at all pick up drop off and drive zone it's so dangerous
- Spring road and st albans road intersection
- Springfield Road
- Springfield Road
- Springfield road
- Springfield road to cross to St Albans Street
- Springfield road. And the intersection on Springfield/edgeware
- Springfield road. Cranford road. Westminster
- St Albans Street / Springfield Road intersection incredibly dangerous



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- St Albans Street and Springfield Rd corner
- St Albans street is very wide and Intermediat kids cros wherever
- St. Albans St / Springfield Rd intersection by the medical centre there on the corner. So many cars throughout the day. Cars use the Rutland st shortcut to get to the city, but it means they turn into Springfield Rd by the medical centre there but it becomes absolutely congested in peak hour times
- Supervised crossing @ Westminster gate
- The driveway into the Best Start on Cranford St. A driver leaving the car park in a hurry after dropping off their child failed to stop at the footpath and almost hit my child
- the grassed area between English Park and the school could extend the parking, turning, pick up area.
- The intersection of Springfield and St Albans St.
- The new dedicated pedestrian crossing - still requires children to get to school via a muddy park, cross the busy vehicle entrance to English Park, or cut across the busy car park (with loads fo cars backing out of carparks) - Suggest putting a concrete park in off the accessway/ramp to English Park, that goes across the grass and can be used in all weather
- The new set of lights on Cranford st. I have noticed cars don't seem to slow down and at times don't stop for the red light. Maybe better signs to slow traffic down in that area.
- The path on the southern side of the English Park carpark - the one that pops out on Cranford St by the pedestrian crossing. The path is a hill and kids on scooters pick up speed as they head toward Cranford St. I often see very speedy stops or swerves as they hit Cranford St and realise that the busy road is right there. Not all children are fully in control of their scooters (still learning) and I worry that one day someone is going to shoot straight into the traffic and get run over. You could put a small section of fencing along the road-edge of the footpath (only 1m or so, to match the width of the path they're coming down) to act as a backstop.
- There are pot holes and cracks in the sidewalks outside the school and my daughter fell off her scooter last week scooting to school she landed on her tummy and hit her head - I am glad she was wearing a helmet
- Those children having to cross over Cranford St. also children crossing over Westminster Street beside the school entrance.
- Trafalgar St
- Very hard to cross Springfield road, we would like to have some crossing points.
- We have to crossTrafalgar returning to to Dover (west) when on bikes and it is not ideal. Biggest fail was not making a separated cycleway on Trafalgar st when it was upgraded, a missed opportunity to provide safe cycling to school for local kids.

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- Westminster
- Westminster and Cranford Street intersection
- Westminster and Roosevelt intersection
- Westminster and St Albans intersection
- Westminster gate
- Westminster Street and also Cranford St intersection with Westminster St.
- Westminster Street and Courtney Street intersection. Westminster Street from Rutland St to Courtney St, footpath needs widening/upgrading.
- Westminster Street and Cranford Street intersection
- Westminster street crossing
- Westminster Street entrance
- Westminster Street intersections with Mahars Rd, Kensington Ave and Flockton St
- Westminster Street near the school gate
- Westminster street outside of the school gate
- Westminster Street, Courtney Place, Roosevelt
- Westminster/ Cranford
- When crossing Cranford St cars travel 60km/h less than half a meter from where kids wait, a dropped bag etc could kill them

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# 2nd June 2023

Ross McFarlane

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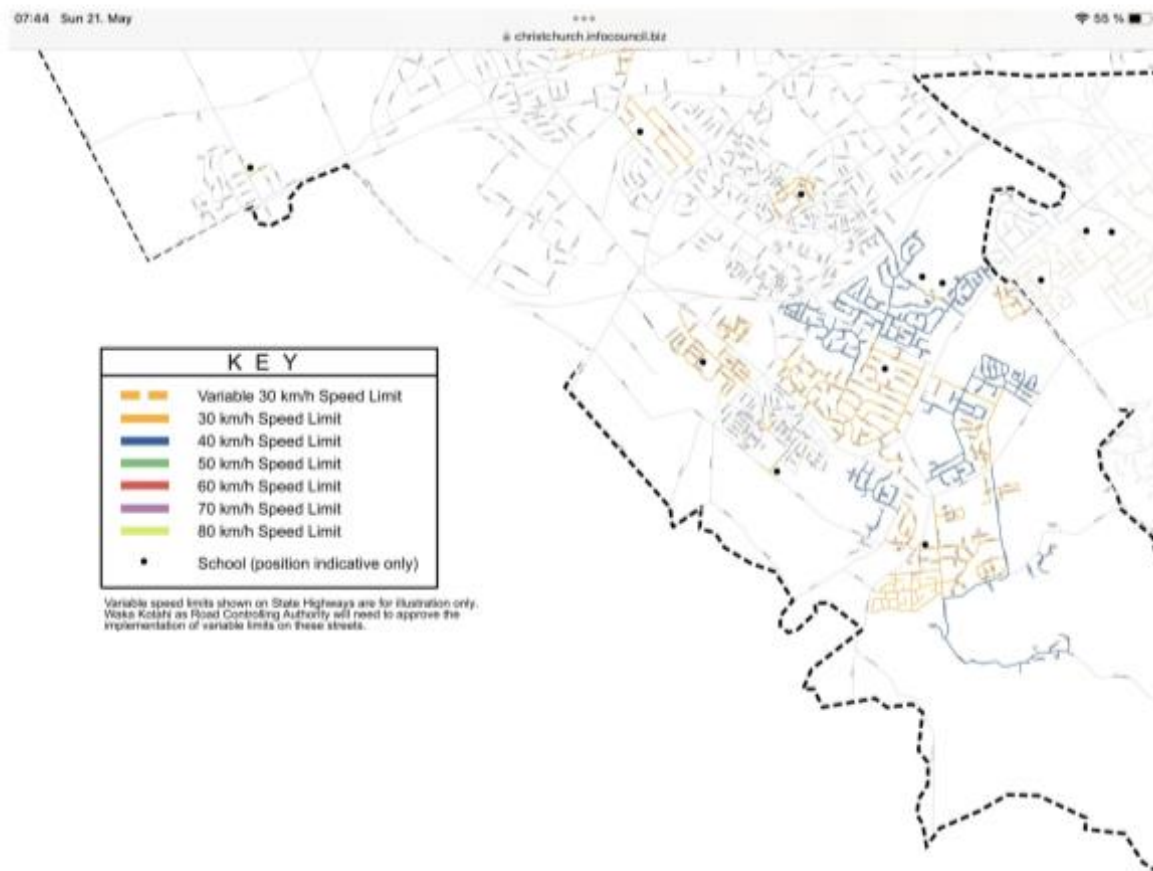
## Attention areas

● - Springs road/Marsh's road roundabout brings motorway traffic to suburban collector road.

● - Whincops road and roundabout.

● - Nicholls road.

Supermarket, Bus interchange, over 60 housing units. Epitome of a safe speed neighborhood if it was 30km an hour as is all it's side roads.

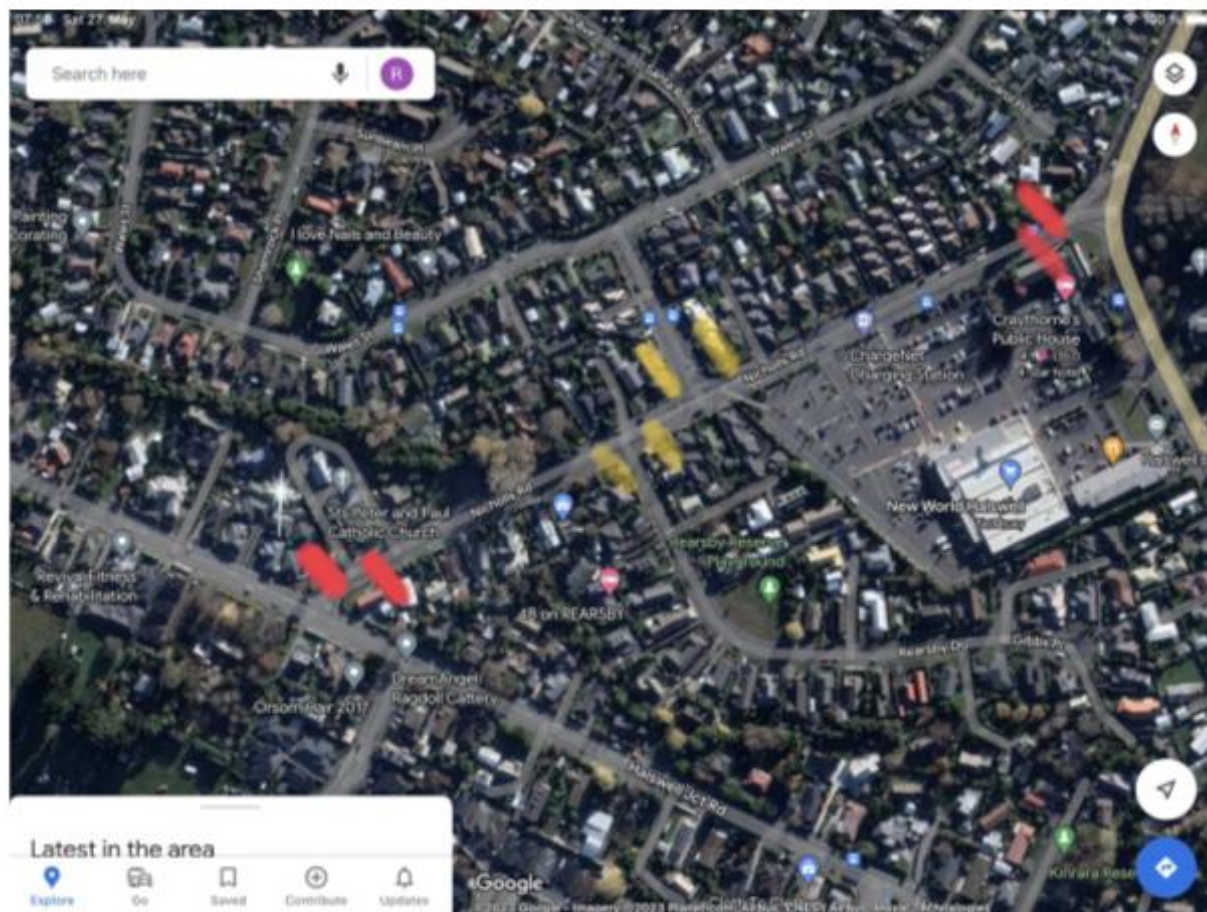


So much blue,  
and so much  
yellow, why  
not all  
yellow??



**A mere 500  
meters at 50k  
vs 30k with all  
the  
pedestrian  
and turning  
vehicle  
conflict.**





**Nicholls road  
won't need  
signs at  
yellow points  
if they go in  
the more  
logical red  
points.**



**On road cycle lane  
marked in one  
subdivision but  
not another.**





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# Safe Speed Neighbourhoods

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Dave Gardner

## Thank-You

Thank-you staff for taking into account the feedback and all your work.

Thank-you Waipapa Papanui-Innes-Central Community Board for advocating for better safer neighbourhoods.

Thank-you Councillors for making Christchurch a better place to live.

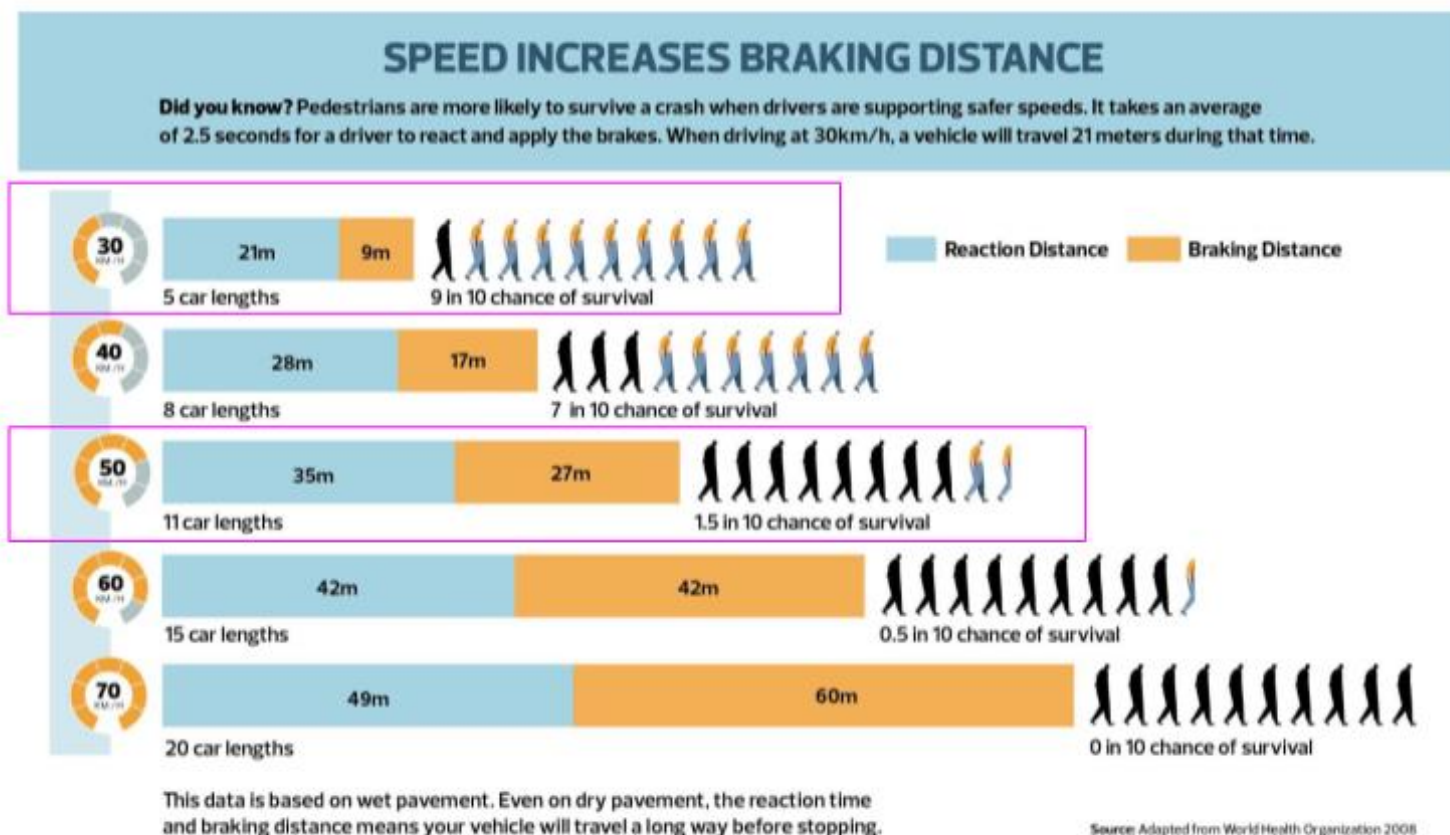
## Supportive of the proposed changes

I am in the (Winters Rd/ Grimseys Rd) area that safe speed neighbourhood has been extended to include, and am supportive of the proposed change.

I am also supportive of the proposed changes across Christchurch.



# Stopping distances



## Benefits

- Safer for the vulnerable people in our society.
- More people being able to have the option to be active (walking/bicycling/scootering).
- Less toxic tyre particles and brake dust polluting our land and waterways.
- Lower noise pollution from engines and tyres on roads.

## More Benefits

- A more relaxing drive/less road-rage.
- More time for cars to pull out.
- Less rear-end collisions.
- Roads freed up for emergency vehicles, allowing them to get to their destination quicker and safer.



## Cost savings for the people of Christchurch

- Less cost for council to repair/replace infrastructure damaged by car crashes.
- Less upkeep required on the road as the road will wear down less.
- Less “lost productivity of our people due to death and injury”.

# Cranford St / Main North Rd Intersection

## Cranford St/Main North Rd

**Proposal:** To include the Cranford St / Main North Rd intersection area as variable 30km/h school zone for consistency with the surrounding area.

[https://ccc.govt.nz/assets/Documents/Consultation/2019/10-October/PaknSa/ye/RMA20182029-Approved-Plan-Set\\_Optimized.pdf](https://ccc.govt.nz/assets/Documents/Consultation/2019/10-October/PaknSa/ye/RMA20182029-Approved-Plan-Set_Optimized.pdf)

(Waipapa Papanui-Innes-Central Community Board 9th march Minutes)  
[https://christchurch.infocouncil.biz/Open/2023/03/PCBCC\\_20230309\\_MIN\\_9113\\_AT.htm#PDF2\\_ReportName\\_39623](https://christchurch.infocouncil.biz/Open/2023/03/PCBCC_20230309_MIN_9113_AT.htm#PDF2_ReportName_39623)





## Cranford St/Main North Rd

### There are/will be 4 Schools in the area

1. St Bede's College, in the north-east
2. Papanui Primary School, in the south-east
3. St Joseph's School, in the south-west
4. St Margaret's College, in the north-west

Pak'n'Save is also being built in the area, with a new signalised intersection



## Cranford St/Main North Rd

### Approx distances from 30km/h zones

St Joseph's to the lights **95m**

Papanui Primary to the lights **150m**

St Margaret's/St Bede's to the lights **180m**

Do we want people accelerating toward lights  
only to have to slow down after the lights?



# Not Just New Zealand



# Seoul, Korea

<https://en.yna.co.kr/view/AEN20200107007500315>  
[https://world.kbs.co.kr/service/news\\_view.htm?lang=e&Seq\\_Code=176000](https://world.kbs.co.kr/service/news_view.htm?lang=e&Seq_Code=176000)

YONHAP NEWS AGENCY

Fri, May 26, 2023 ☀️ Suwon 21°C CAJ (Seoul) 43

KOSPI 2,581.94 UP 7.35 points (open)

3:44 a.m.

All News National North Korea Economy/Finance **BIZ** Culture/K-pop Sports Images Videos

## S. Korea unveils measures to strengthen safety in school zones

All News · 15:46 January 07, 2020

SEOUL, Jan. 7 (Yonhap) — South Korea unveiled a set of measures to enhance road safety for children in school zones Tuesday in the follow-ups to the parliamentary passages of related bills.

The measures, approved at a Cabinet meeting earlier in the day, call for lowering the speed limit in school zones to 30 kilometers per hour (kph). In school zones that lack sidewalks or walkways, the speed limit is further reduced to 20 kph.

### Issue Keywords

#Nuri #space rocket  
#Seoul #Seoul

KBS WORLD

News Topics Entertainment Learn Korean

Domestic

## Seoul City Seeks to Lower Speed Limit in Some School Zones

Written: 2023-02-22 12:19:01 Updated: 2023-02-22 14:03:32



Photo : YONHAP News

The Seoul city government is seeking to lower the speed limit on back roads within school zones in a bid to improve traffic safety for children and other vulnerable groups.

## Paris, France

<https://www.polisnetwork.eu/news/paris-implements-30-km-per-hour-speed-limit/>



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## NEWS

31/08/2021

### Paris extends 30 km/h speed limit to most city streets

Paris joins Brussels, Bilbao and other European cities in limiting speed to 30 kilometers per hour in most streets, taking concrete steps to improve road safety and reduce pollution.

From 30 August 2021 vehicle traffic in Paris is limited to 30 km/h, with the exception of selected roads such as the Champs Élysées (50km/h) and the main ring road, the Boulevard Périphérique (70 km/h).

With the limit already in place for 60% of Parisian roads, the announcement aims to make the speed limit the norm throughout the city. The decision follows a consultation held at the end of 2020, in which the residents of Paris and Ile-de-France were asked their opinion on extending the speed limits. Of the 5736 respondents, 59% of Parisians were in favor of reducing speed limits to 30 km/h.

The new measure aims mainly to improve road safety and reduce noise pollution. Lowering the authorised speed on the roads allows, on average, to reduce the number of bodily injuries by around 25%. This reduction can reach more than 40% for serious and fatal crashes.

# Wales

<https://www.gov.wales/introducing-default-20mph-speed-limits>

<https://media.service.gov.wales/news/new-research-shows-20mph-speed-limit-could-save-the-welsh-nhs-up-to-gbp-100m-in-first-year>

20 mph (30km/h)



Christchurch City Council

Cymraeg

Home > Transport > Roads and driving > 20mph speed limits > Introducing default 20mph speed limits

POLICY AND STRATEGY

## Introducing default 20mph speed limits

We are introducing a default 20mph speed limit on restricted roads across Wales, from 17 September 2023.

Part of: 20mph speed limits and Road safety

First published: 9 July 2021

Last updated: 17 March 2023

Restricted roads are usually located in residential and built-up areas where there are lots of people. They often have street lights on them, placed no more than 200 yards apart.

We are making this change to:

- reduce the number of collisions and severe injuries from them (also reducing the impact on the NHS from treating the people who are injured)
- encourage more people to walk and cycle in our communities
- help to improve our health and well-being
- make our streets safer
- safeguard the environment for future generations.

### RELATED

#### 20mph speed limits

- Introducing 20mph speed limits: frequently asked questions
- 20mph public attitudes research



Wales will be one of the first countries in the world, and the first nation in the UK, to introduce legislation to have a default 20mph speed limit on roads where cars mix with pedestrians and cyclists.



## Brussels, Belgium

<https://etsc.eu/brussels-30-km-h-limit-has-led-to-long-term-reductions-in-speed/>



The average speed in Brussels fell sharply following the introduction of a general 30 km/h speed limit in January 2021, and new data show speeds have stayed lower two years later.

Analysis of speed measurements at 80 locations indicate a visible and constant decrease in the average speed on all roads, including the limited number of 50km/h roads, according to the city authorities. The improvement has occurred during the daytime and at night.

According to the research, travel times have also not increased when compared to the pre-Covid period in 2019.

There has been a continuous downward trend in the number of pedestrians killed and seriously injured in traffic in the city. The figures for the third quarter of 2022 are the lowest observed in Brussels since 2004.

## Strongly support the safer speeds

It's a great opportunity to help make Christchurch a safer and more livable city.

Do more! include the arterial roads too.

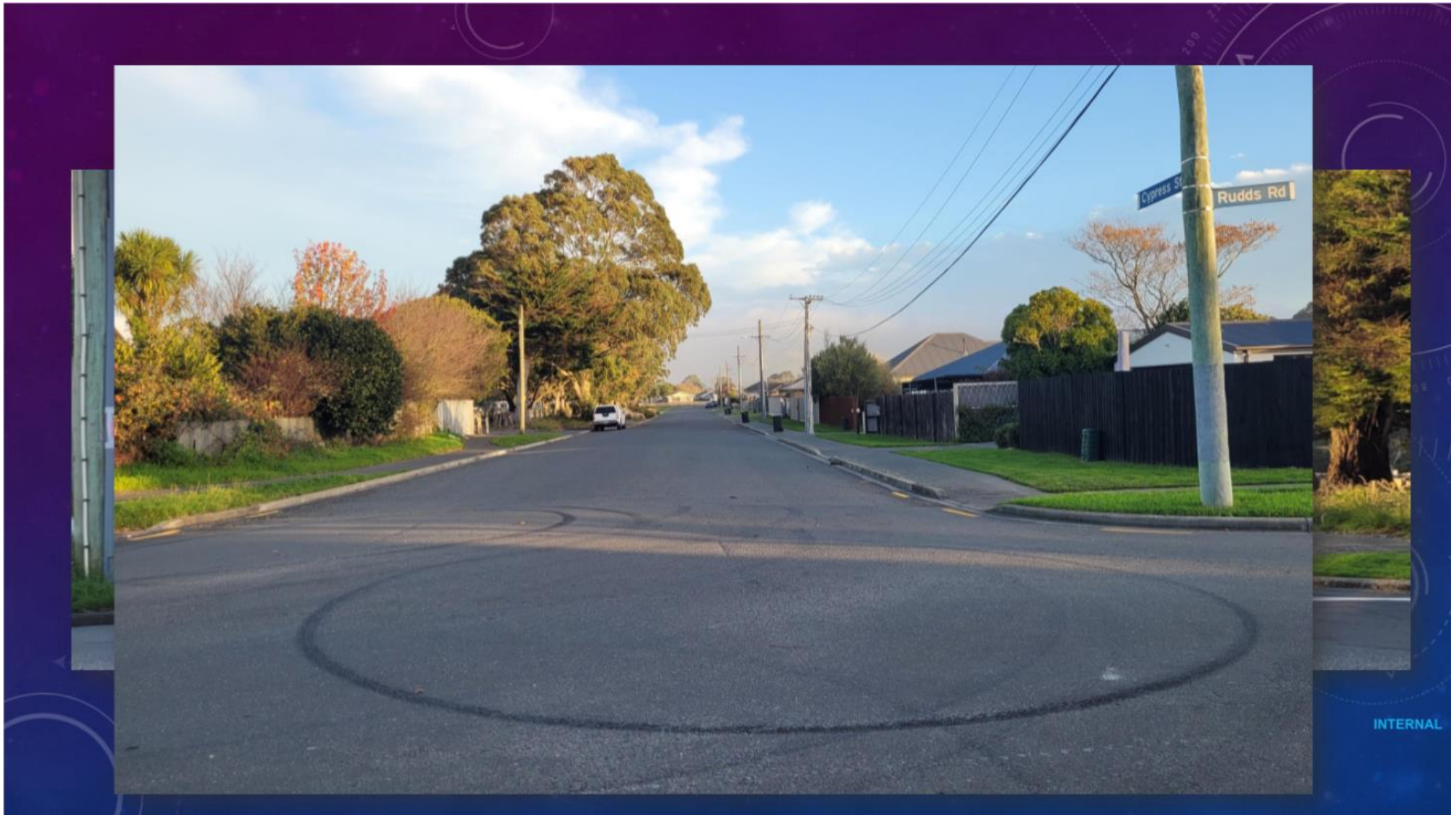
Welcome to Cypress Street ♥

# THE DRAG STRIP

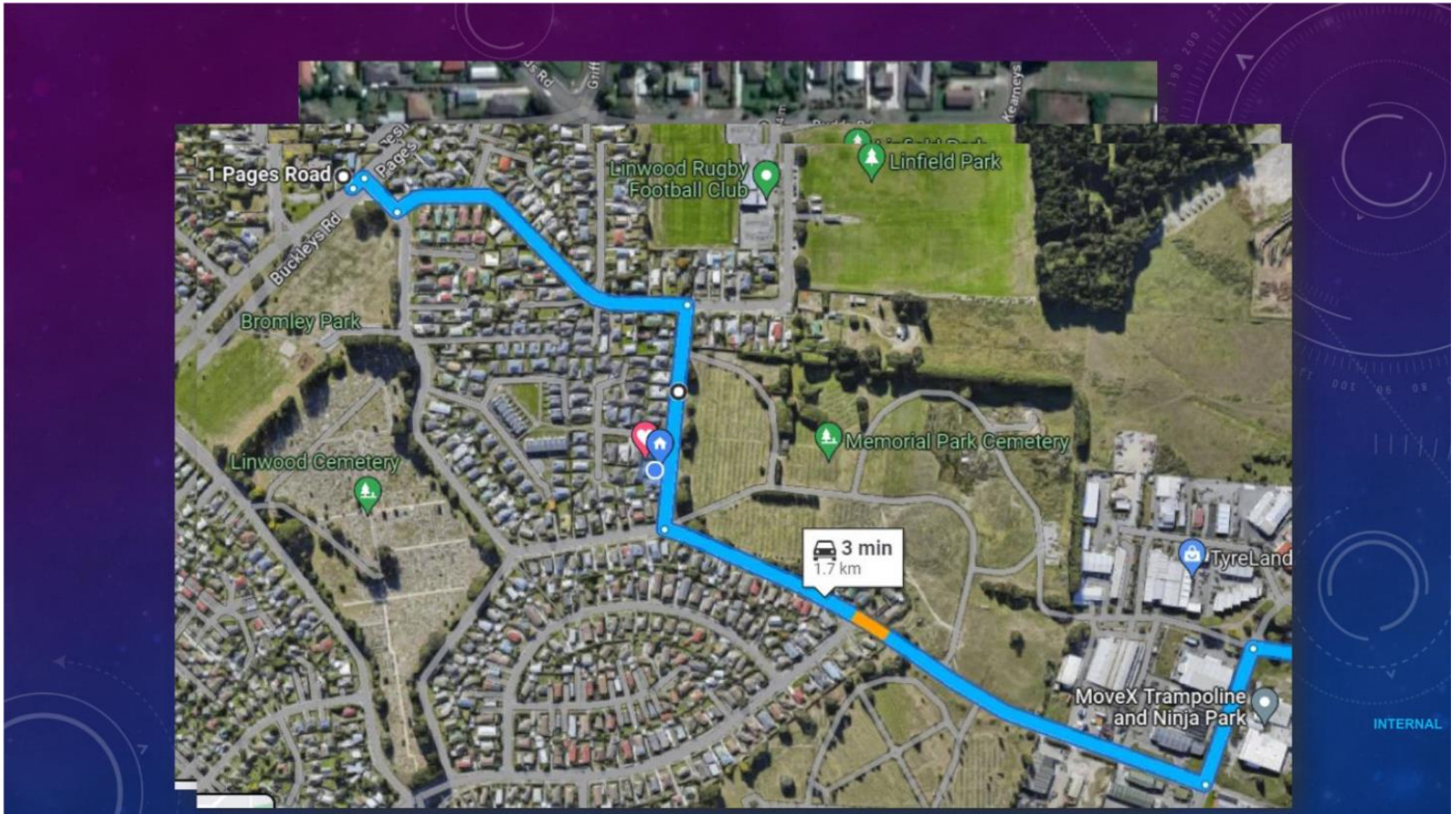


INTERNAL









## Frequent flyers



INTERNAL



## Frequent flyers



# Overtakers



# Resident frustration boilover





# Resident frustration boilover





# Wheelies



INTERNAL



# Wheelies



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INTERNAL







INTERNAL



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INTERNAL

## WARNING

This street is being considered for

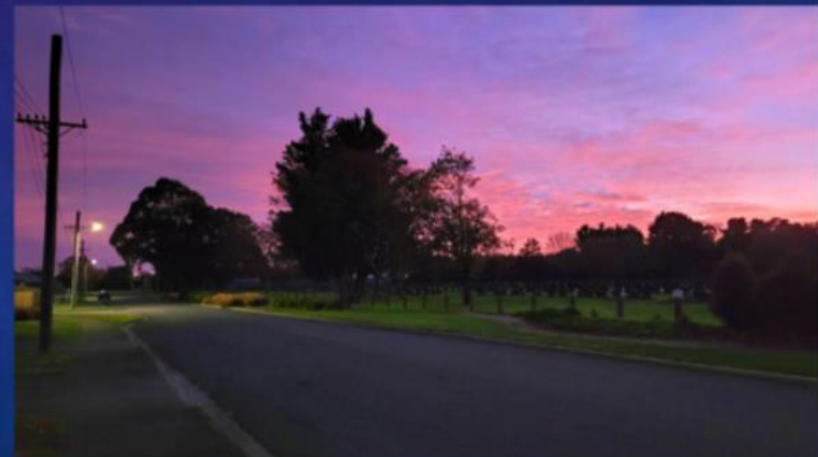
## SPEED HUMPS

based on resident complaints

## SLOW DOWN

or they WILL be installed

# End.



INTERNAL



Kia ora koutou councillors,

Ko Hemi Innes toku ingoa.

I am a resident of North New Brighton. My street borders with QE2 Park which is home to the two schools of SBHS and AGHS.

Based on the design of my street and the other two which accompany it at the eastern end of the park; people, students, families, and motorists use it for their convenience.

However, more often than not we encounter people speeding down our street and the ones neighbouring it to shortcut between the main passage ways of Beach Road and Bower Avenue which lead into Parklands and New Brighton.

Now. Based on having lived on my street for the past twenty or so years, I have witnessed the unfortunate passing of animals and their injuries, speeding motorists, and a car accident.

Due to my street being within a 2km radius of six different schools and nearby to the 3,000 or so students whom occupy the QE2 school campus each day, I am concerned someone may be harmed in the future from a reckless speeding motorist.

Given that my street and those around it are used as short cuts and designed to be taken at quicker speeds, the proximity to QE2 Park which plays host to many sporting, musical, and cultural events throughout the year, along with the students nearby, I urge this council to consider us for the safe-speeds programme as it is foreseeable that in-action will likely result in an accident occurring.

As reflected in my submission I would like to see a reduced speed for all three streets, and traffic dampening measures put in place in the form of speed bumps to help reduce this risk.

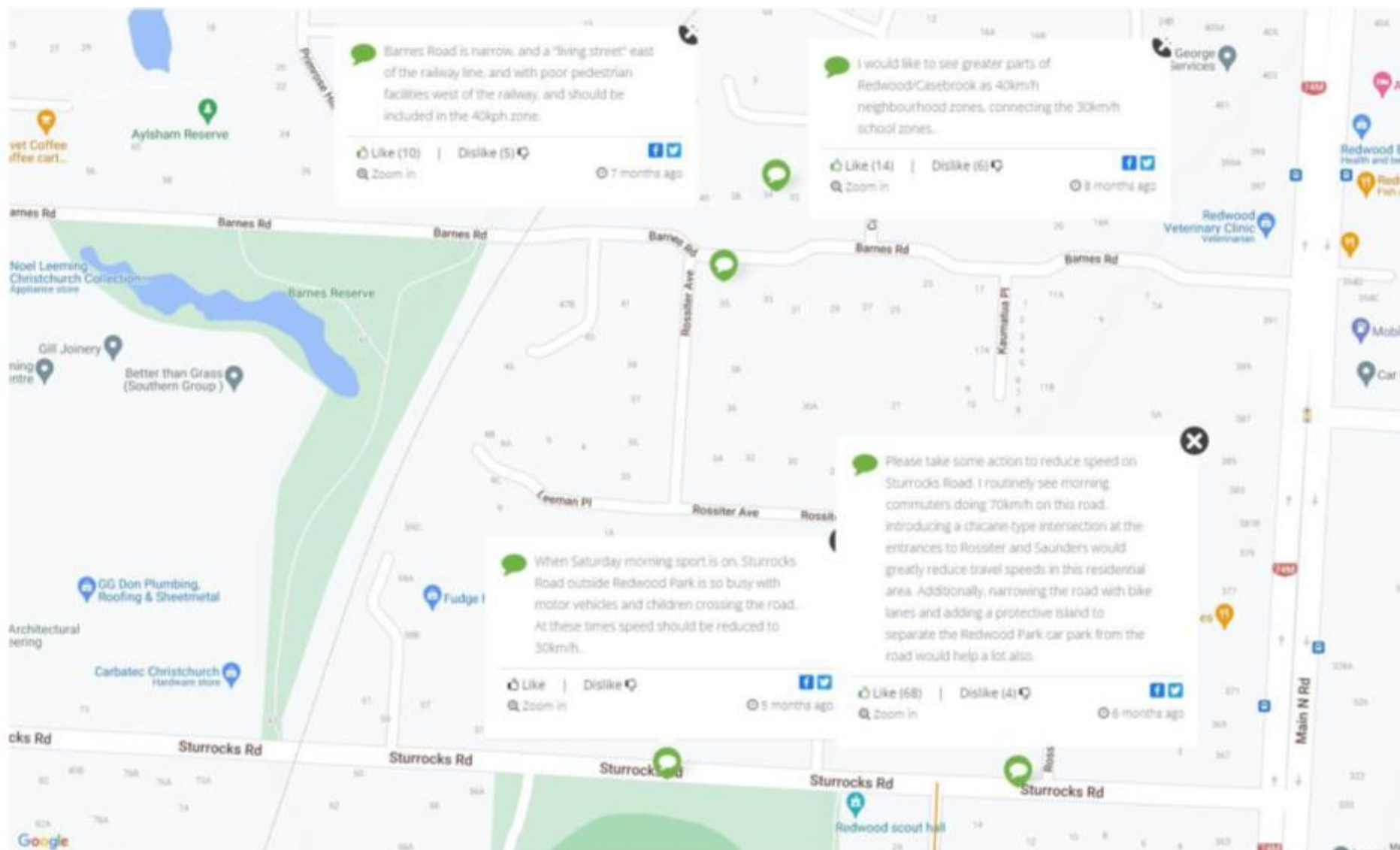
In conclusion, it should be further noted to this council that given the growing developments going on in New Brighton, typically residential, it is very likely we will see more traffic using our streets.

Thank you for your time,

Nō reira, tēnā kotou, tēnā kotou katoa.

# Safe Speeds Neighbourhood

Simon Britten  
June 2023



















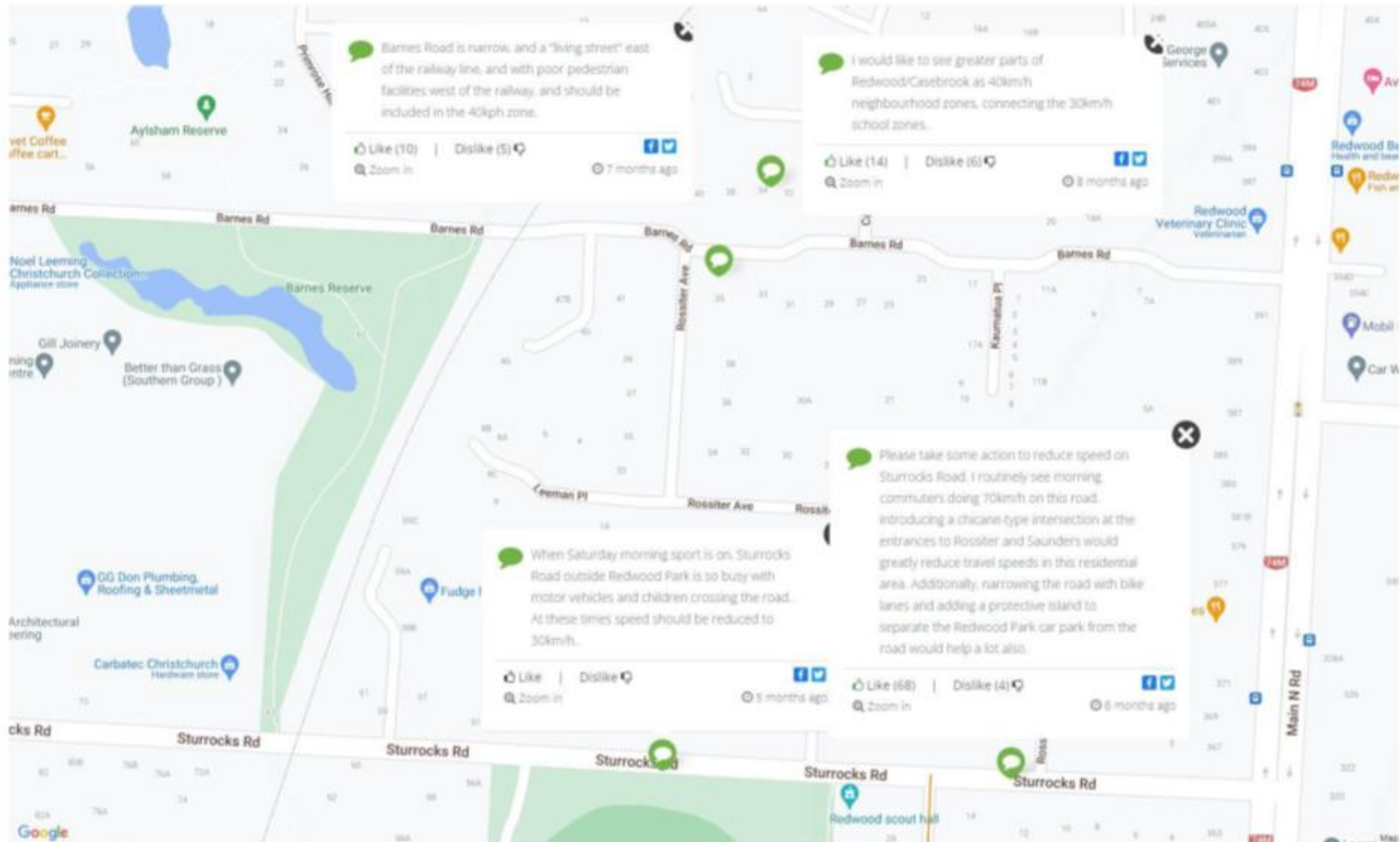














## Presentation to Safer Speed Neighbourhoods Spokes Canterbury, Stephen Wood, June 2023



CYCLING  
ACTION  
NETWORK  
PAI TE HAERE PAHIKARA



- Great consultation process – feedback is broad and spatial
- Acknowledge that council have added neighbourhoods
- Our submission consisted of comments on the interactive maps
- This is an opportunity to provide more of an overview

# Perspectives



2

# “Fit for purpose” streets



3

from Waka Kotahi's One Network Framework



## Benefits of speed limit reductions

- The most cost-effective way of improving safety
  - Speeds appropriate for the street/road and its uses/users
  - Reduced incidence of crashes
  - Increased survivability of crashes
  - Better equity of access (cycling/walking/impaired users)
  - Reduced emissions ⇒ health, climate response
- Neighbourhoods are important in journeys - 1<sup>st</sup> mile, last mile
- Destinations: schools, libraries, rec centres, parks, local shops
  - Neighbours interact more ⇒ cohesion, social resilience
  - Consistency - connectivity - speed differentials
  - Conflicts from different uses/users mitigated  
(can't build a cycleway on every street)

4

Simon Kingham: Lower speed limits don't just save lives they make NZ towns and cities better places to live, [The Conversation](#), Nov 2022

# Safe Speed Neighbourhoods Briefing

Gemma Dioni & Hannah Ballantyne  
6 June 2023

## Speed change requests & zone extensions

Request	Suggested approach	Request	Suggested approach
Avonhead (further reduce speed)	Include	Wilsons Road South	Additional consultation
Memorial Ave extend 50km/h	Defer to SMP (Yr1-3)	Busy roads in St Martins to 40km/h	Defer to SMP (Yr1-3)
Harewood & Gardiners	Defer to SMP (Yr1-3)	West Addington (new zone)	Defer to SMP (Yr1-3)
Outstanding areas of Ilam, Riccarton & Addington (new zone)	Defer to SMP (Yr1-3)	New Brighton inc Ascot Ave etc (new zone)	Defer to SMP (Yr1-3)
Halswell (further reduce speed)	Include	Burwood & Queenspark (further reduce)	Include
Cashmere Road (new zone)	Defer to SMP (Yr1-3)	Bromley (further reduce speed)	Include
Dunbars Road (zone extension)	Defer to SMP (Yr1-3)	Extend 50km/hr - Linwood Ave to Hargood St	Defer to SMP (Yr1-3)
Nicholls Road (zone extension)	Defer to SMP (Yr1-3)		
Winchops Road (zone extension)	Defer to SMP (Yr1-3)		
Redcliffs Village (zone extension)	Include	Barnes Road and Sturrocks Road	Defer to SMP (Yr1-3)
Cashmere/Dyers/Centaurus/Colombo (zone extension)	Include	Redwood – South of Prestons (zone extension)	Defer to SMP (Yr1-3)
Heathcote Valley (zone extension – Flinders Rd)	Include	Redwood – Winters & Grimseys (zone extension)	Defer to SMP (Yr1-3)
Mt Pleasant (new zone)	Defer to SMP (Yr1-3)	Remainder of Central City	Defer to SMP (Yr1-3)



## Further consultation

Redcliffs Village	Feedback	9	2	8	Recommended – sufficient feedback from initial consultation
Heathcote Valley	Feedback + missed	1	-	3	Recommended for consistency
Selwyn Street	Missed	-	-	2	Recommended for consistency
Fendalton (Snowdon/Bradnor)	Missed	-	-	5	Deferred to SMP – community not ready
Redwood (Winters/Grimseys)	Feedback	13	7	42	Recommended – previous project
Cashmere/Colombo/Dyers/Centaurus intersection	Missed	4	1	3	

## Issues raised - Traffic Operations to address

Infrastructure Request	Infrastructure Request	Education/Enforcement
Vagues Road Traffic Calming	Volume of traffic on Augustine Dr	Continue discussion with Police
Crossing issues on Lyttelton St at Edinburgh St	Addition of trees and angle parks in North Linwood	Continue discussions with Waka Kotahi around safety cameras
Safety concerns at Hay/Butterfield – refer to CERF Bromley	Speed on Maffies Road (steepest hill in Christchurch)	Getting people to report to the police
Improved crossing for Avonhead Road at Avonhead School	Pinewood, Flemington & Ascot speeding and rat running issues	
Simeon St – refer to CERF team for Spreydon	Ilam Road at University – crossing and speed management	
Cycle access on Cashmere Road to Hoon Hay Road – Defer to CERF team	St Martins Roundabout	
Red Zone Road – Avonside Dr, Retreat Rd, Swanns Drive, North Parade area	Rugby St etc in Merivale	
Rothesay Rd (Burwood to Parklands)	Turning in to side roads from high speed roads	
Cycle lanes on Memorial Ave		
Chisnallwood Crossing – Refer to Streets for People		
Springfield Road Crossing & Abberley/Edgeware Intersection		
Cypress Street		

## Next steps

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- Changes during this process/requests:
  - If there are newly affected residents (due to additional zones added), we need to inform them of what is proposed, allow for feedback and give an opportunity to speak.
    - Unable to wrap the proposal in a wider context (speed changes are a largely 'inform' piece), therefore this is not recommended.
  - Speed Management Plan – consultation late 2023
    - Areas can be prioritised for earlier implementation



# Over to you

## Workshop

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## Where does this fit in?

