

**Christchurch City Council**  
**MINUTES ATTACHMENTS**

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**Date:** Tuesday 16 April 2024  
**Time:** 9.32am  
**Venue:** Council Chambers, Civic Offices,  
53 Hereford Street, Christchurch

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**Safer Speed Plan, Christchurch City Council's Speed Management Plan – whether to pause the Hearings Panel process: Simon KINGHAM submission**

Apologies for not being able to attend this meeting in person, as I will be on the way to Wellington for meetings in my government role.

I have a few points that support my conclusion that we should NOT pause the Hearings Panel process and should continue progressing the 'Safer Speed Plan', Christchurch City's Speed management Plan.

1. The Minister of Transport has stated that he will *"Reverse speed limit reductions where it is safe to do so"*. I cannot see a case where an urban speed limit of 50km will ever be safer than 30km based on the basic physics that a person has an approximate 90% of dying when hit by a vehicle travelling at 50kmh compared to 10% when travelling at 30kmh. I can see why this could possibly apply on state highways comparing, for example, a 110km speed limit to 100km one with median barriers etc, but not for 50km vs 30km speed limits.
2. The Transport Minister has also stated that *"economic impacts - including travel times - and the views of road users and local communities are taken into account, alongside safety"*. CCC's Safe Speed Neighbourhoods work has already demonstrated strong public support.
3. Time savings for 50km vs 30km are in reality negligible in urban areas. Work by Auckland transport identified that for an average 14-19 minute journey, reduced speed limits around schools added, on average, just 13-15 seconds<sup>1</sup>.
4. The Minister refers to *'blanket speed limit'* reductions. CCC is not pursuing a policy of blanket speed limits, rather lower speed limits in targeted quiet residential streets and near schools etc.
5. The Minister of Transport has indicated that under his new setting of speed limits rule, the government would require road controlling authorities, such as CCC, *to undertake cost benefit analysis*. BCRs for lower urban speed limits are likely to be significant (data from Auckland shows BCRs of near 10 with more areas with lower speed limits<sup>1</sup>), so this is likely to be an easy hurdle to get over.
6. There is no clear indication when the new setting of speed limits rule will be implemented. How long do we wait for something that is unlikely to change what we are doing anyway?

**To conclude, I fully support 'Option 1; Continue with standard Hearings Panel process with full Council'. Let's not delay progressing a good policy that has wide local public support, for a new policy that is likely to be consistent with Christchurch's approach to safer speeds, and what Christchurch is already doing.**

Thanks

Simon Kingham

16<sup>th</sup> April 2024.

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<sup>1</sup> <https://at.govt.nz/media/1990950/auckland-transport-speed-management-plan-high-level-economic-assessment.pdf>