

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

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**Date:** Wednesday 10 December 2025  
**Time:** 9.34 am  
**Venue:** Camellia Chambers, Civic Offices,  
53 Hereford Street, Christchurch

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**CASHMERE -  
SUTHERLANDS ROAD  
SPEED LIMITS  
JOHN RICE  
PRESENTATION TO  
COUNCILLORS  
10DEC25**

1





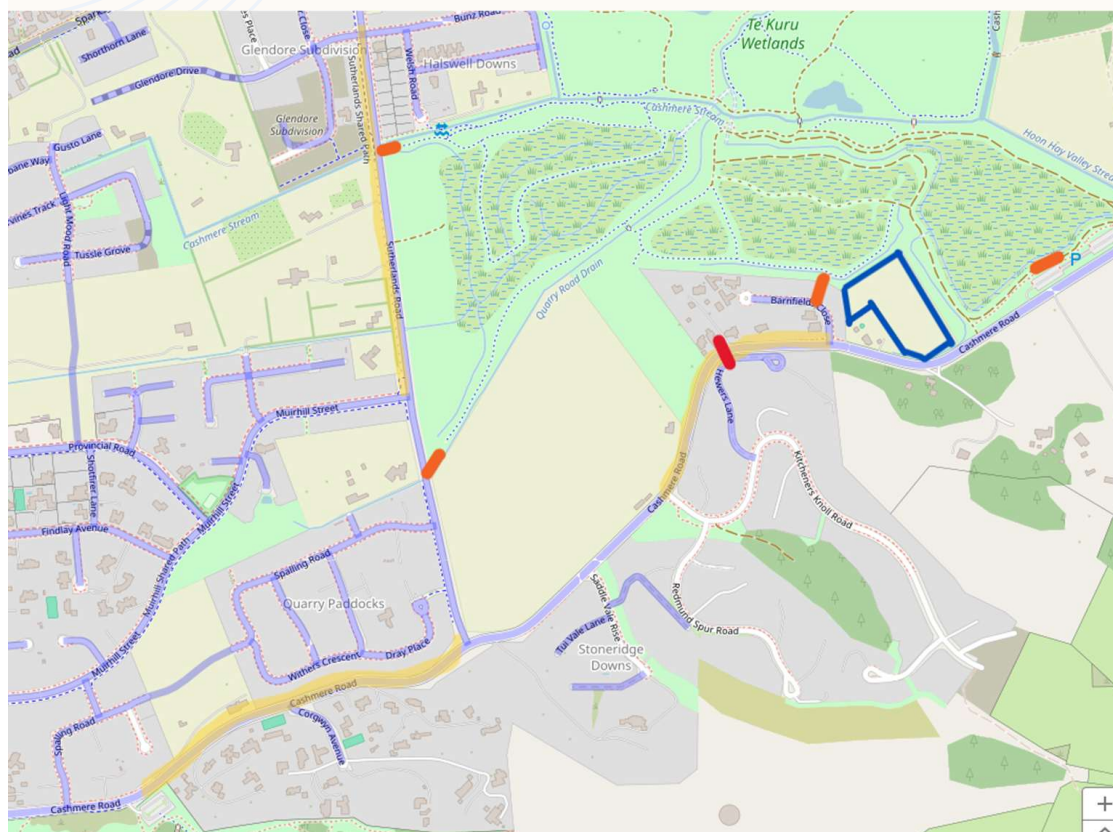
## MY INTEREST & BACKGROUND

- My name is John Rice
- My home access is via Cashmere & Sutherlands Roads
- I am a retired Civil Engineer/Project Manager
- Some background work history/projects:
  - Roding and Bridging engineer MWD Southland
  - Clyde Power Project Landslide Earthworks Engineer
  - Manapouri 2<sup>nd</sup> Tailrace Project Establishment
  - Small Hydro Station Sales Project Management
  - Relining Tekapo Canal Project Management
  - Bulga Dam Water Proofing Singleton NSW
  - Larona Canal Lining Sulawesi Indonesia

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## Street Map Cashmere Rd, Sutherlands Rd, Glendore Dr, Barnfields Close

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**Yellow** highlighted sections are:

- Sutherlands Rd – Muirhill to Glendore
- Cashmere Rd – Quarry to Sutherlands
- Cashmere Rd – Kitcheners Knoll Rd to Barnfields Close

**Orange** mark-ups indicate:

- Points of access into Te Kuru Wetland

**Red** mark-up indicates:

- The location of the road crossing often used by Redmund Spur residents for access to Te Kuru Wetland

**Blue** mark-up indicates:

- The location of a new residential development currently underway



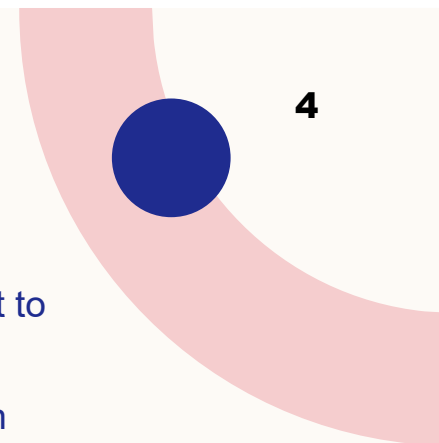


## IN SUMMARY

- I agree with the Council's proposal to reduce the speed limit to 40km/hr between Halswell Quarry and Sutherlands Rd
- I agree with the Council's proposal to reduce the Sutherlands Rd speed limit to 50km/h
- However; I don't agree with their proposal to reduce the speed limit between Muirhill St and Glendore Dr to 40km/hr as the section with no footpath has a very wide well mown verge
- I agree with the Council's proposal for a reduction in speed limit for most of the remainder of Cashmere Road

### EXCEPT FOR

- the section between Kitchners Knoll Rd and Barnfields Close
- which I suggest has a much greater justification for a 40km/hr limit than the section of Sutherlands Road between Muirhill St and Glendore Dr.
- The photos in following slides demonstrate why this is so





### **Sutherlands Road between Muirhill St and Glendore Dr where the Council proposes a speed limit of 40km/hr**



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- No centre line (but easily fixed for very little cost)
- No adjacent development where there is no footpath
- **AND**
- A Straight Road with very good visibility
- Wide well maintained grass verge for walking / Running
- Where is the urgency here for a foot/path or 40km/hr limit?
- A little seal widening and Road marking seems to be all that is required to meet any residual safety concerns.





## Cashmere Rd between Halswell Quarry and Sutherlands Rd

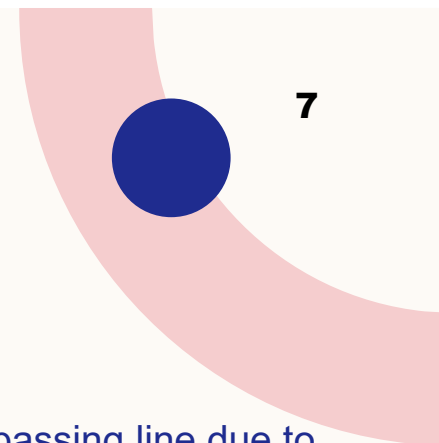
6

- Narrow Road with no passing centreline
- Narrow poorly kept grass verges
- Poor visibility approaching the top of the hill
- The car is slowed to the cyclists pace due to the poor visibility; consistent with the no passing line
- On the basis of pedestrian and cyclist safety a 40km/hr speed limit is quite justified here
- Also there is clearly greater justification for a footpath here than along the section of Sutherlands road shown in the previous slide

## Cashmere Rd Looking from top of rise down towards Kitchners Knoll Rd



- No passing line due to corner at top of rise
- Narrow, rarely maintained verge
- Runners heading for the Quarry often run on the road due to the absence of a footpath or easily runnable verge.

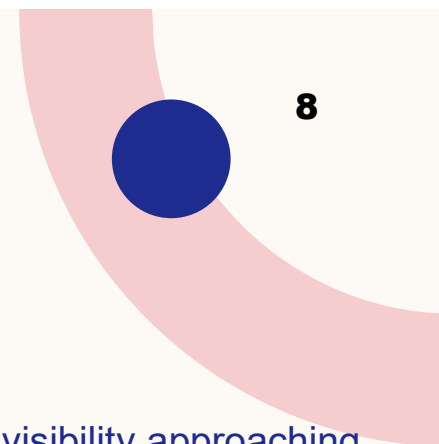




## Cashmere Rd at top of rise between Kitchners Knoll Rd and Barnfields Close



- Poor visibility approaching the top of the rise
- Sharp bend at the top of the rise with no room for cars to pass cyclists
- Similar situation to the Quarry – Sutherlands section but with a sharper bend



## Cashmere Rd Barnfields side of top of rise where Redmund Spur walkers cross

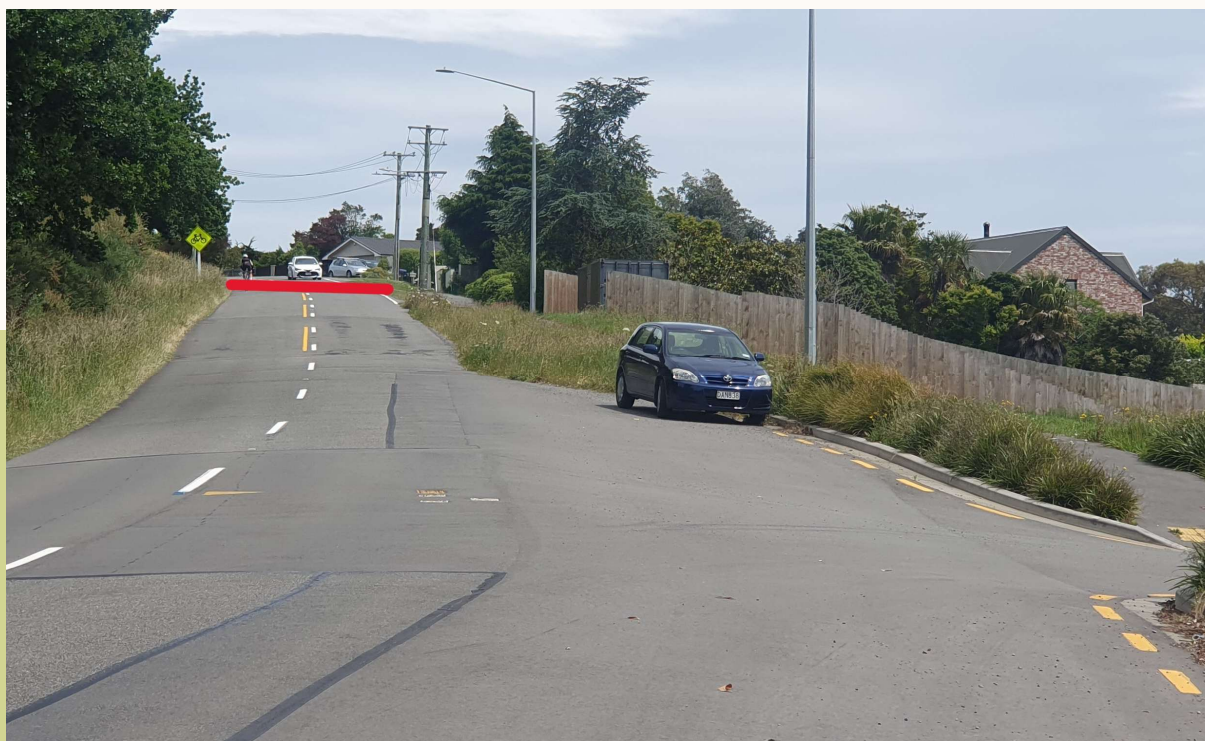


- **Red** markup shows where many Redmund Spur walkers cross to access Te Kuru
- Can be dangerous for walkers due to the speed of vehicles coming around the bend
- A 40km/hr speed limit would make this ad hoc crossing point safer

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## Cashmere Rd looking uphill from Barnfields Close



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- **Red** markup shows where many Redmund Spur walkers cross to access Te Kuru
- Dangerous for pedestrians due to speed of vehicles coming around the bend

## Cashmere Rd looking downhill from Barnfields Close towards Hoon Hay Valley Rd

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- Clearly shows a poorly maintained verge unsuitable for walking or running.
- However there is access to Te Kuru from Barnfields Close



## CONCLUSIONS 1

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The Council's decision should be primarily based on

- the safety of cyclists and walkers
- **NOT** on the numbers of submissions for and against the proposal.

A simple visual comparison of the sites clearly shows the 40km/hr limit is justified for

- the Cashmere Rd – Quarry to Sutherlands Rd section  
**AND**  
Kitcheners Knoll Rd to Barnfields Close section

### BUT NOT

- for the Sutherlands Rd – Muirhill St to Glendore Dr section



## CONCLUSIONS 2

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- Further the safety of Redmund Spur walkers and cyclists accessing the Te Kuru Wetland via Barnfields Close would be enhanced by
  - a 40km/hr limit on the Kitcheners – Barnfields section of Cashmere Rd
- Lower speed limits as suggested above would also be the cheapest solution until footpaths can be afforded
- Provision of a footpath on the Quarry to Sutherlands section of Cashmere Rd should the safety priority rather than on Sutherlands Rd.
- The currently proposed footpath priority sequence should be reversed as it clearly does not make safety sense.





**THANK  
YOU**

John Rice

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Dianne Downward – Deputation – 10 December Council



Image 1



Image 2





Image 3



Image 4



Image 5



# Speed Limit Change Reports

Council meeting - 10 December 2025

Jacob Bradbury  
Krystle Anderson

# Land Transport Rule: Setting of Speed Limits 2024

Came into force on 30 October 2024

## Implications:

- Cannot implement any speeds set under the old rule that haven't been installed
- Quite prescriptive about the types of roads and associated speed limits
- Any speed limit changes require consultation
  - 6 week minimum period
  - Requires particular information to be supplied: e.g. cost-benefit statements
  - Need to use "reasonable efforts" to consult with a number of affected groups
  - Need to use "reasonably practicable efforts" to consult with Māori where changes affect Māori land (or land subject to any settlement claims)
  - A summary of the feedback must be provided including an explanation of how feedback was taken into account in the final plan





## Implication of *The Rule*

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All options supplied to you today are – to the best of our understanding - compliant with the Rule and able to be selected today

**However**, it is highly likely that any other options are not able to be selected today

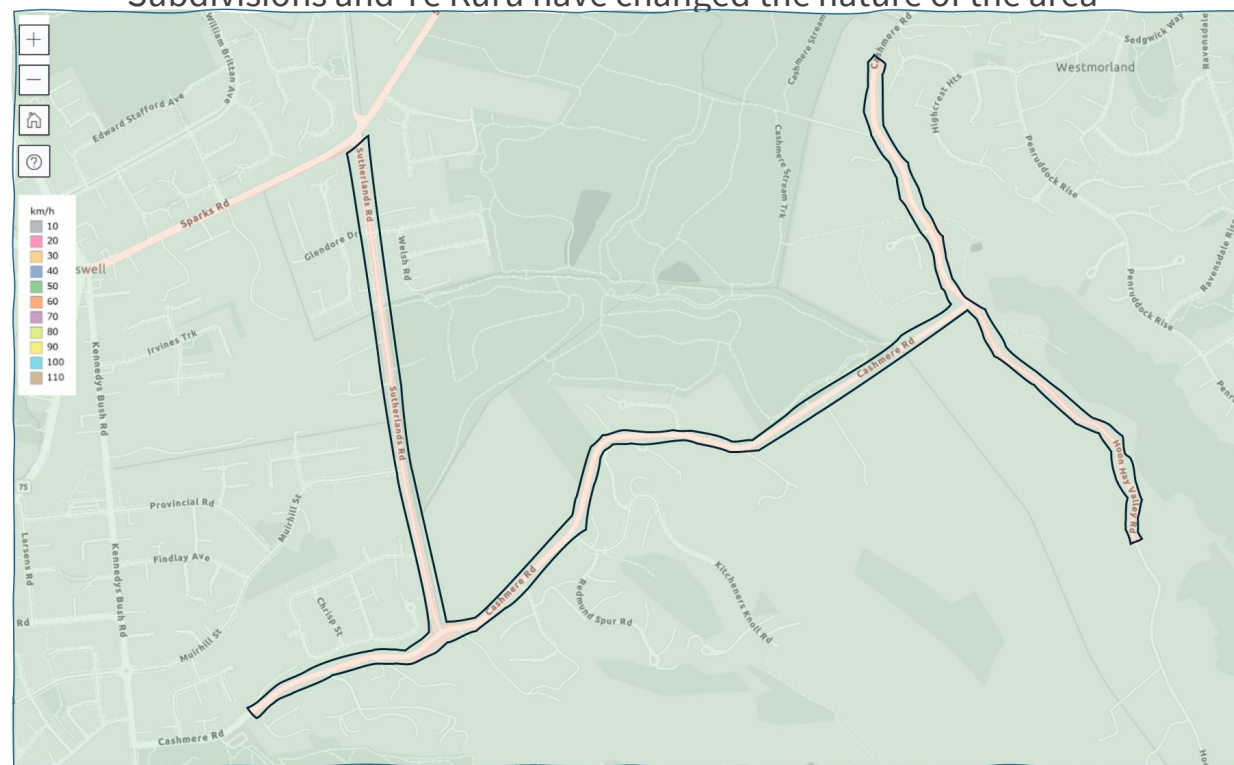
**Some options are not possible** because *The Rule* is prescriptive about some aspects, for example, 30 km/h zones are only available for certain unconventional street types: beaches, parking areas, cultural reserves, etc

**For options that are technically possible but not supplied**

- **At best** staff would need to supply Council with certain information before you can make a decision
- **At worst** we may have to re-consult

# Cashmere/Sutherlands/Hoon Hay Valley Road

- 60km/h speed limits set when a rural area
- Subdivisions and Te Kuru have changed the nature of the area



Most of this area currently does not have footpaths

- Sutherlands Road
  - Most of the road has (or is getting) footpaths with construction of subdivisions
  - Remaining areas in footpath programme
- Cashmere Road
  - Early scoping/feasibility for Sutherlands-Quarry footpath
  - Other areas awaiting prioritisation under footpath programme

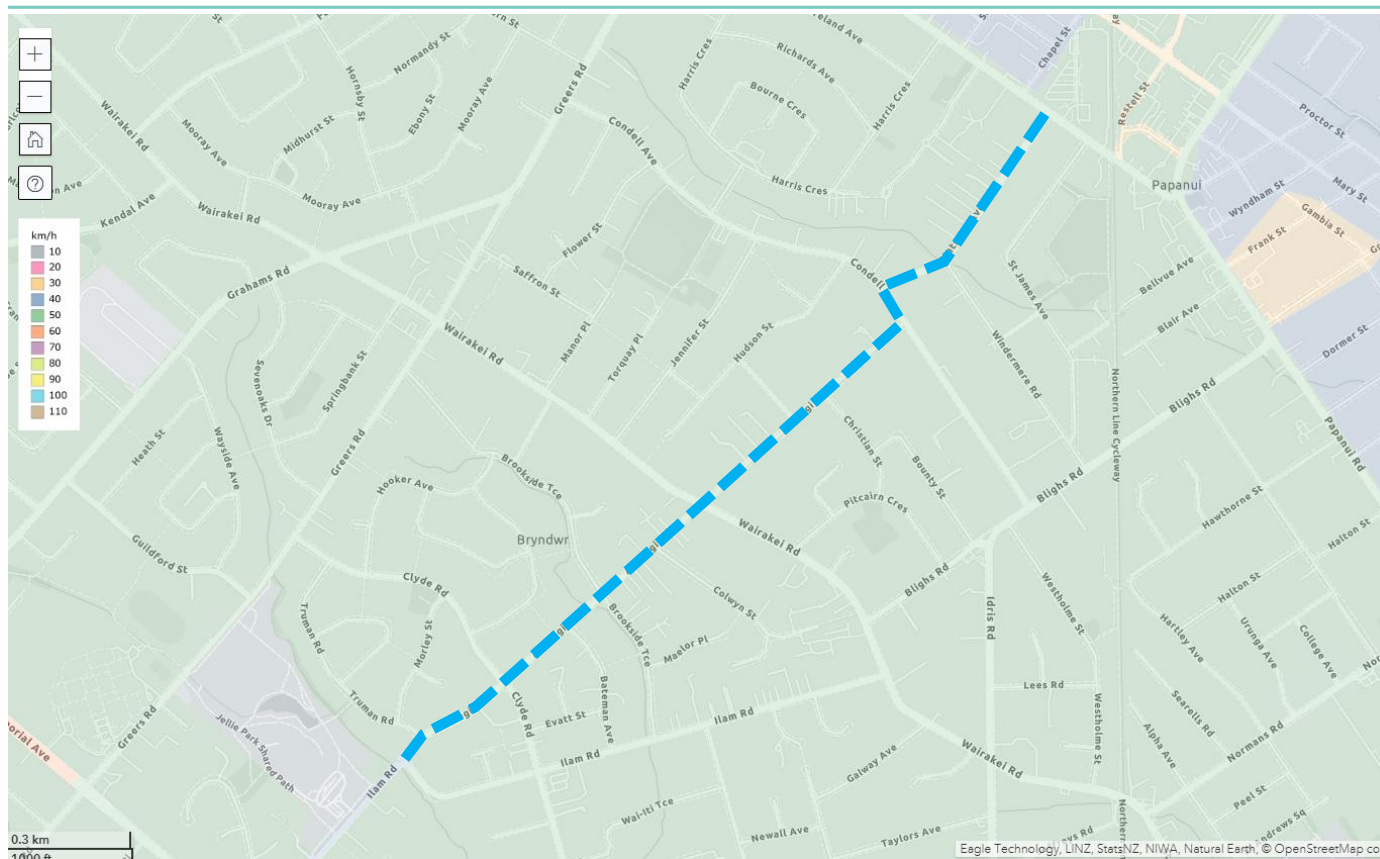


## South-East Central Neighbourhood and Te Kaha Streets



- Te Kaha Surrounding Streets, and Worcester Street, had previous Council decisions to change speed limits to 30km/h
  - 30km/h speed limits cannot now be installed on normal urban streets
  - Potential for confusion due to variety of speed limits in close proximity
  - Staff have therefore consulted on a plan that linked the two areas: creating a wider 40km/h zone around the stadium and South-East Central Neighbourhood

## MCR Nor'West Arc

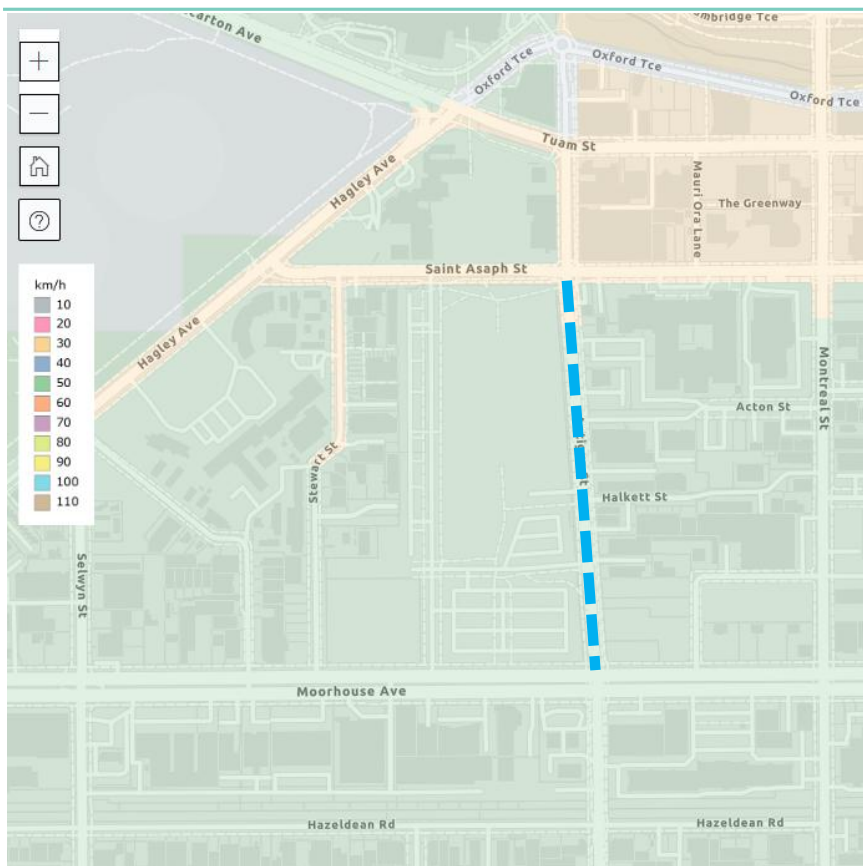


Aorangi Road, Condell Ave and Matsons Ave had previous Council decisions to change to 40km/h:

- This had included “associated cul-de-sacs”, which cannot be installed and were therefore revoked in August 2025
- Ilam Road (between the University and Aorangi Road) is already 40 km/h



## Antigua Street



Antigua Street had a previous Council decision to change to 30km/h:

- 30km/h speed limits cannot now be installed on normal urban streets

## Waimakariri Road and Whitchurch Place - current





## Waimakariri Road and Whitchurch Place

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In July 2022, Council approved the Hearings Panel recommendations for Wheels to Wings:

- 50km/h speed limit for these parts of Waimakariri Rd and Whitchurch Place
- 40km/h variable speed limit during school travel times
- Detailed Traffic Resolutions not brought
- Not installable: not enacted, and variable limit is not in line with the Rule

On 18 June 2025, Council approved variable speed limits around schools

- 30km/h during school travel times

On 20 August 2025, Council approved Detailed Traffic Resolutions for the Harewood Road Crossing

- Council chose to go with the option that also improved pedestrian facilities around the crossing; including this area
- Uncertainty over scope meant staff had not produced information and undertaken consultation for the changed speed limit at the time of this decision

## Consultation Feedback

Project	General feedback
Cashmere/Sutherlands/Hoon Hay Valley Road	38-55% support
South-East Central Neighbourhood	78-82% support
Te Kaha Surrounding Streets	59-68% support
MCR Nor'West Arc	65-68% support
Antigua Street	84% support
Waimakariri Road and Whitchurch Place	82% support



## Options

Option	Cashmere/ Sutherlands/ Hoon Hay Vly	South-East Central	Te Kaha Streets	MCR Nor'West Arc	Antigua Street	Waimakariri Rd & Whitchurch Place
1	Reduce to 50km/h; 40km/h where missing footpaths (small)	Change to 40km/h	Change to 40km/h; 10km/h on Lichfield Street West	Change to 40km/h	Change to 40km/h	Change to 50km/h
2	Leave at 60km/h	Change to 40km/h: Worcester St only	Leave at 50km/h; 30km/h on Lichfield Street West	Leave at 50km/h	Leave at 50km/h	Leave at 60km/h
3	Reduce to 50km/h; 40km/h where missing footpaths (large)	Leave at 50km/h	Option 2, with electronic variable speed signs installed			
4	Reduce to 50km/h					