

Submitter		SH73 (Yaldhurst Road) Submissions
Note about blocked-out text: Unless submitted by an organisation, we do not publish comments that identify individual submitters.		
1	Individual	Support this change
2	Individual	<p>Regarding the proposed 80km/h zone west of Yaldhurst going through the Old West Coast Rd intersection, I would like to see either the deletion of this proposal or extension of the proposed 80km/h zone westward some 550-600 meters to include the intersection with Buchanans Rd.</p> <p>Driving a heavy vehicle through the variable speed limit signed intersection often leaves little to no time to slow from 90km/h to 70km/h because the speed limit changes at what appears to be random for a vehicle travelling along West Coast Road (SH73), slowing to 70km/h on short notice, then accelerating to 90km/h for 550 meters (likely wouldn't achieve 90km/h in that length of road) and then slow again to 80km/h creates a lot of variability of vehicle speeds, especially as cars are able to reduce and accelerate quicker than heavy vehicles.</p> <p>Varying vehicle speeds over a short distance of the road could be potentially dangerous with cars joining from side roads into traffic that could be travelling from 100km/h, 90km/h, 80km/h, 70km/h on the same stretch of road.</p> <p>A blanket 80km/h speed limit containing all these intersections would be far safer and simpler in my opinion, it would allow all traffic to anticipate the speed limit in advance prior to entering the limited area and for all traffic to travel through the area at a uniform speed.</p>
3	Individual	I go through that area all the time. Most of the time the speed feels too slow, especially when there's low traffic. Consider a variable speed limit like at the Buchanans road junction for specific times of high pedestrian activity.
4	Individual	The proposed changes in speed limit are too many and will be confusing and often ignored. A blanket 70 km/h from Russley Road west through Yaldhurst until just past Hasketts Road, rising to 80 km/h from there west until just past Buchanans Road would be more intelligibly progressive in both directions, and you could ditch the annoying variable speed limit in the vicinity of Buchanans Road at the same time.
5	Yaldhurst Wools Ltd	We think the proposal to reduce the speed limit is a must for the township. We wait for the crash to happen with the school end of day when parents pick up children and have to come onto Yaldhurst Road when trucks and cars are coming into town from the west. Please reduce the speed from Hasketts Road to Pound Road to 50km/h
6	Individual	Dangerous traffic travelling at 100km on road outside our gate often walk and bike, the traffic has increased over the past few years and the speed of trucks and cars travelling at 100km is considerably unsafe, please review speed limit of 60km which would be safer due to the amount of dwelling and sport activity now in this area .
7	Majestic Horse Floats Ltd Partnership	We believe that any change here should be extended to the dangerous Buchanans Rd, West Coast Rd, intersection. We think that the speed limit should be dropped to 70km/h from this point or 200 meters south of this intersection through to the proposed 60km/h zone indicated.
8	Individual	<p>In the past 10 years the section of Yaldhurst Road we live in (Russley Rd to Pound Rd) has changed markedly as a result of the following:</p> <ol style="list-style-type: none"> 1. Earthquakes 2. New Sports Complex 3. Housing Developments to the West (ie West Melton) 4. Shingle Quarries & large trucks 5. Yaldhurst Village Development 6. McDonalds 7. Tourism <p>We have approx 80-100 traffic movements per day from our driveway. This includes 2 commercial enterprises ie an Organic Apple Orchard which employs staff (also has Lincoln</p>

Uni students training at times) and a Market Garden employing numerous workers. There are Farming Enterprises including sheep, cattle and deer to transport. We also have a group in one property who drive 6 -8 people mover vans with trailers to and from airport, hotels. Stock trucks, horse floats, couriers, service vehicles, visitors, residents and rubber neckers come and go all day. There are also school age children who have to be taken to school each day.

INCREASED RISK

it has become increasingly difficult at not just busy times (6.30am-9.30am & 4pm-6.30pm) to access our driveway with the volume and speed of vehicles. So we pull over and sit for a long period of time to access our properties.

Some of us would like to use a bicycle, it is too dangerous with the speed of 80 (and over) as the road is not marked for them and the number of heavy vehicles on Yaldhurst Road.

Yaldhurst Village is only just getting underway with housing so you would think forward planning for the increased traffic both ways would be prudent.

McDonalds opening has seen many more vehicle movements in and out and vehicles travelling west and east from there.

Housing developments to the west have meant a huge increase in building and therefore their service requirements of vans and trucks, Utes.

ACCIDENTS

There have been numerous accidents in this area of Yaldhurst Rd involving injuries, [REDACTED] and even a police car accident there also.

LIGHTING

As there is no lighting near our entrance, we all find it very difficult to access where our entranceway is at night with dipped lights and with traffic at 80 it has become increasingly dangerous having to judge distances of vehicles approaching and coming behind and trying to find entrance. The road has broken up opposite our driveway and is just rough potholes to negotiate especially difficult when in a line of vehicles travelling at 80 and you have to pull in fast to the left. An engineer at NZTA who inspected the area this year, reported he didn't realise there were so many residents up our lane (because no letter boxes on roadside) and suggested we drive on up to the roundabout at Pound Road to access our own driveways. The distance to do this is a further 2kms – a suggestion that would really cut down on vehicle emissions, fuel usage etc! A clear indication to me that he also thought vehicles are going too fast at our gate for us to access our own homes safely by pulling to the left and turning across 2 lanes of traffic.

ACTUAL SPEED

As you will be aware there may well be a speed limit of 80, however there are a large number of the population who do not abide by the rules. On any given day you can be passed doing 80 or follow a vehicle which is doing 90 or more, I have often been behind large trucks doing well over 80 and motorbikes are in a class of their own!

Yaldhurst Rd between Church Cnr and Russley Rd is mostly 60 then there are different changes of speed and now a further change is muted to confuse, Surely a consistent speed should be kept for this whole road both sides of Russley Rd because of the increased activity.

OTHER PROPERTIES

There are several other driveways with numerous properties leading into this stretch of Yaldhurst Rd (Sports Complex to Pound Rd Roundabout).

TOURISM

The number of rental cars and campervans particularly, accessing the West Coast on this stretch of road has also increased markedly.

OUR SUBMISSION IS:

We propose that the speed limit be reduced to 60 from the lights at the Sports Complex/Yaldhurst Village/McDonalds west to Pound Rd roundabout. Consistent with the rest of Yaldhurst Rd.

Apart from the huge increase in traffic we have had in the past 8 years, very little has been

		done to assist the residents who live here. Thank you for your consideration on this important matter.
9	Individual	I totally agree to the speed limit reductions and would welcome more if it was viable. I drive in from Darfield to Yaldhurst daily and have often wished that we had one speed limit all the way in instead of the many changes. I have witnessed some questionable driving choices along this stretch of road both ways.
10	Individual	Thoroughly agree with speed limit changes from Russley Rd through Yaldhurst village to Old West Coast Rd turn off but suggest that 100 km/h speed should not start again until past Buchanan's Rd and that a similar speed limit (80 km/h) should also be imposed on Old West Coast Rd as far as Buchanan's Rd intersection it is extremely dangerous leaving homes on this stretch when cars are passing trucks particularly at 100 km/h +
11	Individual	Utterly ridiculous to reduce the speed on these roads - I have driven these daily for 18 years and have not seen or experienced any situation where current speeds have created an adverse situation: no accidents, no difficulty entering traffic. This is bureaucratic stupidity
12	Individual	The reduced speed limits may reduce the risk of collisions, and/or reduce the consequences of a collision, has consideration been given to adding a flat median area on the West Coast road, at the Heskett's road junction. I use the junction frequently while travelling to the airport from Rolleston, and find that often there is a long wait until there is a gap in the traffic on the West Coast road from the east and west. That gets frustrating, and I've seen people make risky choices. Changing the speed limits won't create more gaps for vehicles coming from Hasketts onto West Coast road. A flat median and acceleration lane would mean vehicles pulling out wouldn't have to cross both lanes at once, reducing the risk of collisions.
13	Individual	The speed limit between SH1 and to the top of Buchanan's road needs to be reduced. Either propose that it is a singular speed limit through the entire zone and 80km then 60 and 80km again would only encourage people to continue at the single speed of 80.
14	Individual	No change to the speed limit required speed is not a factor in accidents in this area
15	Individual	I support all the proposed speed limit reductions, as life is more important than speed.
16	Individual	The proposed speed limit changes as shown on the NZTA website are too numerous over a short distance. Westbound 60,80,60,80,100. The new speed limits should be 60 kmh west of Russley Road as indicated and the 70 kmh for the rest. The 70kmh should extend west of Buchanans Rd which should be restricted to left in-left out only and an urban/rural threshold also added west of Buchanans Rd.
17	Individual	Changing the speed won't necessarily make any difference. It may in-fact make it more dangerous as frequent users of the road get aggravated and will try to go the original speed. It's the ability of a driver that's the issue. Clear signs and warning signs intact.
18	Individual	I fully support these changes.
19	Individual	"We've talked to the people in the community and local businesses about making the highway around Yaldhurst safer. We've heard that speeds on the section of road in this review feel too high to be safe. There has been a lot of development in the area, both commercial and residential, and more pedestrians, especially around the intersection of SH73 and Sir John MacKenzie Avenue." Can you please provide actual numbers of people, and businesses talked to? is it 2 is it 20, is it 200? Have you consulted to the hundreds of thousands of other people & businesses using this area as the only exit out of the city to the west? What is the increased amount of time that will be added to journeys multiplied by the number of drivers using this thoroughfare every day? in particular I am in particular concerned about the 20% decrease in speed limit in the current 100km area outside of the village itself, what is the justification around

		<p>decreasing speed limits here, where there are wide verges, straight roads, and plenty of run off areas.</p> <p>"In the last ten years (2009-2018) there were 56 crashes. As a result of these crashes, there was one fatality and five people were seriously injured."</p> <p>what was the MAIN cause of these crashes? drunk driving, inattention, poor driver training, driving over the current speed limit, not driving to the conditions, mechanical failure, drug driving? any injury or death is horrible, but I would like to see some empirical evidence that this was caused by driving over the proposed NEW speed limit in these areas? If it was caused by speeding over the current posted limits, what makes you think that future crashes will be prevented by speedsters staying under new lower limits?</p>
20	Individual	<p>Most definitely the speed needs to be lowered to 60km/h. The other thing that needs to be done is do away with the 10km/h tolerance right across the board. It should be 4km/h no questions asked. ████████ to those who want to speed.</p>
21	Individual	<p>Yes do it, however from this point 70/80kmh should extend to just beyond Kirk/ milners intersection</p>
22	Individual	<p>100% agree the current speed limit is unsafe and lowering to 60 km would be a positive move to make this road safer.</p>
23		<p>There are far too many speed changes along Yaldhurst Road / West Coast Road including the intersection with Buchanans Road. I support just making it 70km from Russley Road right through to West Coast Road after the intersection with Buchanans Road. Also please please put barriers up in the median strip by the lights at the Yaldhurst/Russley Road intersection. People try to jump the queue of traffic turning right into Russley Road from Yaldhurst Road, by travelling through the intersection then braking and doing a U-turn just past the lights to then be able to turn left onto Russley Road.</p>
25	Individual	<p>I support the speed reduction, but please reduce it to 50km/hr. These roads are the accessways to many residence driveways and businesses. 60km/hr is still high speed.</p>
26	Individual	<p>As a resident in the vicinity, I agree with them.</p>
27	Individual	<p>60 on most of these roads is TOO slow - 70 or 80 is fine , but heading west , when it hits 100 , that is too high right now. 80 heading west past the mens prison is best , then let it go 100 once the housing areas are past.</p>
28	Individual	<p>Support. Would also support extending 80 to where the current variable speed signs are at Buchanans road</p>
29	Individual	<p>The following feedback is based on daily commuting from Kirwee to the airport, using a variety of these roads. Also, numerous journeys from Kirwee to the city across a range of times and days, over the past 8 years. I consider myself an enthusiastic, intelligent driver and a law-abiding citizen with an excellent driving record over 29 years in UK and NZ. In general, I do not agree with much of this proposal. I do not think permanent speed limits should be set to cater for worst case scenarios, which now seems to be the policy being applied with a broad brush at every available opportunity. Excessively restrictive speed limits introduce frustration in conditions where safe and appropriate higher speeds are possible. In my experience, such conditions are prevalent the majority of the time. While the impact on overall journey times can be argued to be minimal over short stretches of road such as those being consulted here, the cumulative effect of the numerous limit reductions being applied does impact journey times and, unfortunately, many limits have already been reduced unnecessarily or have been set low to cater for the minority of occasions when risk is present, such as the revamped 4-lane SH1 from Russley Road north through to the northern motorway, which could easily and safely be driven at 100 km/h in most conditions, with 80 only really being worthy during peak times and approaching the roundabouts. I support the concept of intelligent electronic variable limits to reduce risk at targeted intersections and on some stretches of road during peak flows, to reduce speed fluctuations and enable safer traffic merging, lane changing, etc.</p>

		<p>On a general note, the traffic in this area has undoubtedly increased in recent years, in particular at peak times, due to the increased commuter traffic from West Melton residential developments, and with additional industrial development around the airport. In addition, the earthquakes and planned roading developments have seen more trucks from the Yaldhurst quarries, turning onto West Coast and Old West Coast Roads. I acknowledge that this traffic mix has added risk to some parts of this road network, primarily at peak times, and that some level of traffic management is appropriate. I've outlined my thoughts and suggestions as follows.</p> <p>Yaldhurst Road - proposed reduction from 80 km/h, extending the 60 km/h zone through the traffic lights by McDonalds intersection: I do not agree with this proposal. With the introduction of traffic lights at this intersection, the risk of speed related accidents is already greatly reduced. There is no issue with traffic flowing through this intersection at 80 km/h. At peak times, the traffic flow typically slows naturally due to volume. I use this section of road into town almost daily in the morning commute, and the majority of the time traffic flows at 80 even then. It can back up from the traffic lights Russley Road a bit, but the speed limit is redundant in those conditions. At all other times, I've never felt that 80 is unsafe or inappropriate except in extremely poor weather conditions.</p> <p>West Coast Rd – proposed reduction from 100 to 80 km/h and from 70 to 60 km/h: I do not see the need to impose a blanket permanent reduction to the limits from the roundabout west right through to beyond the intersection for Old West Coast Rd. I turn left out of the Old West Coast Rd intersection most days and, without doubt, it has got busier in the mornings, heading east into town. I see people pulling out into gaps that are not big enough due to impatience/ignorance, causing traffic on the Main West Coast Rd to brake. It would therefore make sense to alter and extend the current variable limit system at the Buchanans Rd intersection, to cover the length of West Coast road from there to the roundabout, limiting the speed during the commuter rush hours down to as low as 60 km/h to cover the intersections of Old West Coast Road, Hasketts Road, the Mobil petrol station and School Rd, where traffic does back up a bit and where many cars are also trying to turn into the main flow.</p> <p>As a further suggestion, it looks feasible to alter the Old West Coast Rd intersection to allow traffic from both roads heading east to merge (like a zip, or like a motorway slip-lane) rather than the current Give-Way arrangement, which would alleviate queues at this intersection.</p>
30	Individual	<ol style="list-style-type: none"> 1. We write to make submissions in relation to the proposed adjustments to speed zones in Yaldhurst Road. 2. Our submission is that the increase in traffic on Yaldhurst Road resulting from <ol style="list-style-type: none"> (a) the earthquake (b) extensive housing development to the west of this section of Yaldhurst Road and (c) the operations of the new sports complex which has recently been developed at the intersection with Sir John McKenzie Avenue poses a significant increase in risk for vehicles entering and exiting our driveway at [REDACTED]. A reduction in speed along this section of the road is essential in the interests of safety. 3. Traffic on Yaldhurst Road increased hugely following the Christchurch earthquakes due to a westward migration of Christchurch residents to new residential developments to the west. 4. Since the earthquake heavy truck and trailers carrying shingle from several quarries to the west of us into the city (and return) for rebuild development has further increased the volume and complexity of traffic past our driveway. Trucks are also carrying shingle to a number of residential developments near the racecourse and at Yaldhurst Park. 5. Traffic on this section of Yaldhurst Road will increase as the sports complex develops. Consent planning documents indicate that vehicles entering the sports complex are expected to exceed 650 per hour at peak periods. Not all of these vehicles will approach/depart the complex entry from/to the east, so an increasing number are expected to pass our driveway.

		<p>6. Many vehicles are approaching/departing the complex from/to the west past the driveway into [REDACTED] particularly with the recent housing developments west of us. This will continue to increase.</p> <p>7. Significantly, planning authorities also clearly anticipate substantial traffic entering the complex from the west because they have developed a dedicated separate lane for east bound traffic turning left into the sports complex.</p> <p>8. These vehicles approaching/departing the complex from/to the west will further substantially increase traffic on this section of Yaldhurst Road. The extent of this increase cannot be quantified because no monitoring appears to be planned by the consenting authorities.</p> <p>9. Up to 100 vehicles enter/depart the driveway to [REDACTED] each day. This number is comprised of the following 4 sub-groups.</p> <p>9.1 Eight homes are situated up the driveway. Most have mature children and average of 3.5 cars per home, all of which are in frequent use.</p> <p>9.2 Two properties employ staff at a commercial apple orchard and a commercial market garden. The organic apple orchard is also from time to time used as the training site for Lincoln College.</p> <p>9.3 Frequent visitors to residents up the driveway further increase traffic flow.</p> <p>9.4 Trades people including trucks, together with trucks hauling produce from the orchard and market garden further increase the complexity of traffic flow.</p> <p>10. There have been several accidents at the driveway entrance. The last occurring 3 months ago involved significant injury.</p> <p>11. Some residents and visitors travelling west on Yaldhurst Road regularly drive west beyond the driveway to [REDACTED], turn at the roundabout at Pound Road and return east to our entrance rather than make a turn across the road. This in effect adds 2 km to our distance from the city and is not efficient or desirable on a long-term basis.</p> <p>12. Several other driveways, some with multiple residences, are situated between our driveway and the traffic lights. All will be impacted by the increased traffic flow and would benefit from a 60 kph speed zone.</p> <p>13. Our driveway is [REDACTED] of the traffic lights. The extension of the 60 kph zones proposed by council takes that zone to within [REDACTED].</p> <p>14. Our submission is to reduce the speed limit to 60 kph from Sir John McKenzie Avenue to Pound Road which maintains a steady consistent speed limit from the city through to beyond Yaldhurst Village.</p> <p>15. Failing that our submission is that the 60kph speed limit be extended from the proposed point just west of Sir John McKenzie Avenue to a point at least [REDACTED] of our driveway an extension of some [REDACTED].</p> <p>16. The speed zones will not be adjusted within the next 10 years. Our submission would not only address the current needs but would future proof the zoning.</p> <p>17. Submitted for your favourable consideration please.</p>
31	Individual	<p>I agree with the proposed changes, however, believe the Buchanans Rd/SH73 intersection should be included an extended 80km/hr zone. When heading west, I believe it will be confusing for motorists to enter a 100km/hr zone after the Old West Coast Rd intersection only to see the flashing 70km/hr signs a few hundred metres ahead for the Buchanans Rd intersection. I drive through this intersection along SH73 a lot and more often than not the 70km/hr signs are lit. I believe it would make more sense for the 80km/hr zone to extend further west, beyond the Buchanans Rd intersection.</p>
32	Individual	<p>Generally support the proposals with the following exception.</p> <p>The 80 km/h area east of Pound Road to Sir John McKenzie Ave should be reduced to 60 km/h.</p> <p>Reason:</p> <p>A vehicle travelling west on SH 73 from Russley Road will initially be in a 60 km/h zone, then an 80 km/h zone then another 60 km/h zone then finally another 80 km/h zone.</p> <p>This is potentially confusing for the motorist as in a relatively short distance the speed limit</p>

		<p>will fluctuate up and down making it hard for the motorist to know what speed zone they are in.</p> <p>This is inefficient in terms of fuel use as motorists speed up to 80 km /h before slowing again for the roundabout and 60 km/h zone.</p> <p>There will be almost no journey time saved in having this 80 km/h zone.</p> <p>A single 60 km/h would be consistent and less confusing for motorists.</p> <p>The 60 km/h zone would also be consistent with Pound Road north of SH73 - Yaldhurst Road.</p>
33	Individual	this is a great initiative, keep it up. slower speeds less severity
34	Individual	<p>We want the speed limited to 60km/hr from Sir John McKenzie Ave to Pound road for the following reasons.</p> <ul style="list-style-type: none"> • While waiting to turn right onto Sir John Mckenzie ave from Yldhurst Road it is very dangerous as vehicles pass stationary vehicles at 80km/hr. This is not a very safe feeling especially when they are very large trucks. • I have seen several fully loaded trucks struggle to stop for a red light having to reduce speed from 80km/hr to stop. • I have seen trucks run red lights as they know they will struggle to stop. • There are 16 driveways between Sir John McKenzie ave and Pound road. Some of these have multiple residents using the same driveway. It is difficult at times to exit onto Yaldhurst road due to the volume and speed of the traffic. This makes for a dangerous situation trying to enter an 80km/hr area from standstill to merge with the traffic. <p>At present there is 3 speed changes in the space of 2 kilometres. From west of school road where it is 100km/hr it reduces to 70km/hr, then after the pound road roundabout it increases to 80km/hr and then reduces to 60km/hr before Russley road.</p> <p>It makes sense to have the same speed, say 60km/hr all the way through because motorists find it difficult to adapt to the changes.</p> <p>From a safety perspective a 60km/hr speed zone between Russley road and Pound road would be our preferred option.</p> <p>Thank you for the opportunity to submit our ideas on the speed limit for this area. We would welcome further discussion to ensure all parties agree to a safe outcome for all residents and motorists.</p>
35	Individual	None of these limits need to change. It is not the speed that needs to change. Better drivers through the licencing system and better roads themselves will be the key to reducing accidents from small to fatal.
36	Road Metals Co Ltd	<p>I would prefer to see a speed reduction from 100km to 80km starting 200m west of Kirk Rd, Miners Rd and SH73 intersection through to the existing speed limits in Yaldhurst Village.</p> <p>This section of road is extremely dangerous at peak hour 7.00am - 9.00am and 4.00pm - 6.00pm with the increased traffic volumes from Darfield and West Melton intergrating with Truck and Trailer units merging from Miners Road and West Coast Road.</p> <p>We have previously raised this issue with NZTA and their reply was that it was not a high priority for them at the time, but I urge them to again review this section of SH73 before we have to deal with any more fatalities!! at the Kirk Rd / Miners Rd intersection.</p>
37	Individual	If people are used to going fast, I think lowering the speed limit is good, but would need basic infrastructure changes (road diet/narrowing so you can add a bike lane or wider bike lane) so that people don't feel as comfortable driving fast, particularly on a road close to public services (sports facility) and a school.
38	Individual	<p>Agree with proposed new speed limit. The number of heavily laden or even empty quarry trucks through the whole of this area is scary. With multiple turnoffs into commercial premises and roads along this section of road it certainly makes sense to lower the speed limit. Add Yaldhurst school and the many parents who use this section of road taking children to and from school.</p> <p>Further commercial premises should be limited along this section of road. School Road and Hasketts Road intersections become dangerous with the current speed limit.</p>

39	Individual	Agreed with the speed limit reduction.
40	Individual	It's incredibly annoying driving along with constant speed changes. Continually scanning for speed signs and watching the speedo is a huge distraction. Just make it 80kmh from yaldhurst to sir John McKenzie ave.
41	Individual	Thank you for this opportunity to comment on Speed Limits in Pound Road. We have been very concerned for a very long time. I live in Pound Road and work at a School in Burnside. I leave for work at 8.00 am and the speed of motorists approaching the Pound Road roundabout is very alarming. I have a large family and grandchildren who love visiting to see us and our animals but we worry constantly about the traffic which has increased hugely since we purchased in 2007. Our family constantly worry about the dangers due to high speeds in Pound Road and this is very concerning. I don't understand why Buchanans Road and Harewood Road is 50 k.p.h. and Pound Road 70&80 k.p.h. Unfortunately trucks travel extremely fast and dangerous - causing dangerous pot holes in shingle to the left of Pound Road and I regularly drive to the Buchanan's Road roundabout so I can safely enter into my own property. I look forward to slower speeds in our wonderful residential area in the near future. I love living in Yaldhurst and thank you for these safer changes you are proposing.
42	Individual	<p>I believe the speed on Yaldhurst Road from Russley Road to Husketts Road should be changed to 60 km/hour to keep consist and avoid confusion.</p> <p>The side roads on the both of Gracelands 542 Yaldhurst Road, should be tar sealed for safety and ease of pulling to the side and safely turning in. There are many potholes which aren't maintained very well. A night light would also make things much safer at night when turning into Gracelands.</p> <p>I would also recommend on Yaldhurst Road, making a wider cycle and walking path from McDonalds to Yaldhurst Hall.</p> <p>On School Road, it is dangerous around Yaldhurst Model School with would like to see more footpaths on opposite side and left side opposite hedge and proper carparks especially slippery and muddy when wet and in Winter. I agree the speed limits on School Road should be dropped to 60 km/hr and opposite Yaldhurst Model School consistently 40 km/hr with traffic flying through.</p>
43	Individual	Support reducing speed limited
44	Individual	We are in support of decreasing the speed limit to 60 km. We would also be supportive of lowering the speed further along Pound Rd to the Buchanans Rd roundabout and further south along Pound Rd. 80 km is too fast. Thank you for your consideration.