

## SH1 TEMPLETON TO DAWSONS ROAD SPEED REVIEW

### Speed consultation submissions

FEBRUARY 2021

#	Submitter	Formal submission
1	Indivudal submitter	Please consider making it 70km/hr so that from the roundabout all through Templeton it is 70km/hr on Main South Road. We feel that this is more suitable, less confusing, and is consistent.
2	Templeton Residence Association	The speed limit change was discussed at our Templeton Residence Association meeting on Monday the 25th of January 2021. Everyone at the meeting agreed that they would prefer a speed limit change to 70km instead of 80km. The proposed speed limit of 80km is for a very short distance. Vehicles existing the roundabout will be speeding up to 80km just to quickly slow down to 70km again. Having vehicles travel at 70km when approaching the Kirk road intersection will be safer. A constant speed of 70km is the preference.
3	Indivudal submitter	Not really from our perspective. Great idea to reduce to 80km/hr, in keeping with roundabouts on Johns Rd - makes sense, especially in view of all the Fulton Hogan trucks that will be pouring out of the quarry. Shame Council doesn't have the gumption to intervene there!!
4	Indivudal submitter	<p>This a route that I drive daily. I find it curious that NZTA have spent a fortune on roading improvements which (ostensively) have been undertaken to enhance traffic flows both to and from the the city while now they want to reduce traffic speeds and so have the opposite effect.</p> <p>Rolleston in particular is arguably the fastest growing area in Canterbury and the traffic carried by the Southern motorway in both directions will continue to grow as a consequence of this.</p> <p>Whilst I have no major objection to speed reduction on the Northbound lanes, Southbound is very much a different story. Largely as a consequence of the traffic lights at the intersection of SHW1 and Pound Road, SHW1 (Southbound) becomes heavily congested during peak (PM) traffic times between Halswell Junction road and Kirk Road. This congestion generally doesnt resolve itself until past the Trents Rd / Kirk Road SHW1 interesection, which is both dangerous and outdated.. This is an area where NZTA should be putting more of its efforts! What is now being suggested will extend the above described congestion on Southbound lanes (and associated driver frustration) through to the start of the the motorway. where traffic will then be bottlenecked and further slowed as it exits the new Dawsons Rd roundabout and converges to a single lane as it enters the motorway on-ramp.</p> <p>Already this on-ramp is a farce with many incompetent drivers failing to match their speed with existing motorway traffic as they attempt to merge with other Southbound ex CHCH traffic. Even in the short time this motorway has been open I have observed many near misses in this area and it is long overdue for NZTA to take the initiative in respect of better driver education and Policing where merging highways are involved. This sort of driver education would I suggest be more productive in the longer thern than simply reducing speed limits to a level that most drivers will ignore anyway.</p> <p>Relocating rather than mitigating congestion is not an effective solution to roading issues!</p>

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5	Indivudal submitter	Hi my concern is that traffic travelling into Christchurch will not slow down to 70km just before the Trents road, Krik road, Main South road intersection. We have lived on Main South Road for two years now and it's quite challenging to exit our drive way at peak times of the day. Would be nice if the speed limit could be dropped to 60km from/to Cookie time as there have been a number of accidents on this wee piece of road. Thank you for reading this
6	Indivudal submitter	70km/h from Hornby and past round-about at Dawsons Road and Waterholes. Keep it a even speed. Thanks.
7	Indivudal submitter	I often use this stretch of road if the Main South Road is very busy and go up to the roundabout on the corner of Dawsons Road and Waterholes to continue on a safer route to Templeton Township. Thankfully it is not so busy crossing now the Southern Motorway is open.
8	Indivudal submitter	80 KM/H
9	Indivudal submitter	Leave it as it is because traffic will slow down for the roundabout anyway. It also gives cars the opportunity to pass (towing caravans, trailers) and trucks etc.
10	Indivudal submitter	As a long time Templeton Resident my suggestion would be to make the speed limit from the exit off the motorway right through to Hornby 70Kph. Keep the speed limit uniform right through. The current speed limit through Templeton and beyond is 70kph . The time saved in a 10kph increase for this short distance is minimal.. I trust you will seriously consider this suggestion...thank you s 9(2)(a)
11	Indivudal submitter	This road is still recommended as exit for traffic to Picton, while airport traffic is only directed off the new motorway at Hornby. Given the fact that more industry/commercial is relocating to Rolleston I would suggest direction to Picton changing to Hornby or keeping the speed limit unchanged.
12	Indivudal submitter	na
13	Indivudal submitter	The proposed new speed limit of 80kmph is our choice for this portion of the road.
14	Indivudal submitter	I disagree with lowering the speed limit and can see no reason to do so. I feel the traffic will flow better if the limit is kept at 100km. Leaving the limit at 100km northbound will allow use of the passing lane to get past trucks which continue to use SH1 instead of the Motorway.
15	Indivudal submitter	As we live on the passing lanes in this section I think it is a great idea to lower the speed limit. I feel it should be 70 tho, consistent with the speed limit through Templeton township. It will also help reduce the traffic noise of vehicles slowing for the roundabout, especially trucks using their engine brakes. As we are obviously not getting a new road surface it will help reduce traffic noise by reducing the speed
16	Indivudal submitter	As the existing speed limit on SH1 through Templeton is 70kph, I feel it would be safer to retain this speed from the new roundabout both north and south bound.
17	Indivudal submitter	We live in s 9(2)(a) next to the new roundabout. The closest bus stop into CHCH/Rolleston is by Templeton Domain. Subsequently our kids need to cross the Main Road and roundabout to get the bus. Slower speed would indeed be good to assist safe crossing. Speaking of which a bus stop closer to Dawsons Road/Roundabout would be encouraged.
18	Indivudal submitter	Yes we agree to the proposed speed change. Consideration to eliminating the current passing bay! Tighter enforcement of large truck and trailers crossing the Kirk Road railway line should happen!

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19	Indivudal submitter	I do not support the reduction of the speed limit on this section of road. Factors to support my view: 1. I can't see how the crash risk of a simple, straight, wide section of road justifies a change from the default 100kph for this type of road. The neighbouring roads at 80kph are a much lower standard. I see no safety related justification for reducing this speed limit. 2. That a high percentage of Templeton bound drivers are likely to ignore the reduced speed limit on the off ramp until close to the roundabout, likely leading to tailgating of those who do abide by the reduced speed limit and an increase in frustration and risk (same behaviour as at the Brougham street motorway end). 3. That a number of drivers already 'struggle' to accelerate to 100kph to safely merge with the main motorway traffic, and keeping the speed limit at 80kph (Rolleston bound) beyond the roundabout is only going to make that worse, increasing the risk of crash through poor merging.
20	Indivudal submitter	I am of the view that Waka Kotahi should proceed to reduce the maximum speed for this part of SH1 from 100kph to 80kph for reasons of road safety. It is an established fact that, should an accident happen, the lower the speed of the vehicles involved, the less chance there is of serious injuries or fatalities. I can see no reason why Waka Kotahi should retain the current 100kph speed limit for this section of highway. As a drive over this road I will feel safer with the 80kph limit.
21	Indivudal submitter	Look this speed needs to drop to maybe 70ks,, And 60ks from Kirk Rd to Cookie Time ,,With all the road changes cars from West Melton etc. are now Coming out at the Kirk Rd Main South Rd and then speeding up to 70 to 80 plus KMS to turn right at Marshes rd. ,,THERE has been Four big car accidents between Kirk Rd and Cookie time in the last Seven Months One car thru our front fence one car one its Roof at the and two cars in the Ditch across the Rd, One has to ask why is it that Waterloo Rd on the west side of the Railway line is only 50kms with less volume of traffic that the main Rd has ,,Why is there not a Round about or Traffic lights at Kirk an Main south Rd As we are half way between Kirk Rd and Cookie time shop this is very busy stretch of road and with the public shopping at Cookie time and the residents it can take some time to exit our drive way with the current speeds ,So we would ask that it be dropped to 60kms from Kirk Rd this will will make the traffic slow a little earlier.AS cars seem to still be doing some 80 to 90 KMS from kirk Rd past Cookie Time as from Cookie Time there is little residents till Marshes Rd And as for the railway crossing on more than one occasion we have heard a longer than normal Horn toot telling us there was another near miss (why people challenge train I do not know) I am a 46 year career truck driver with a NZQA in Road Transport, Just my thoughts Thankyou for your consideration s 9(2)(a)
22	Indivudal submitter	Residents like myself driving out from their homes s 9(2)(a) where the speed limit is 80km/hr face danger when entering into the roundabout and exiting it if there?s cars coming in at 100km/hour. People living in the area have been accustomed to the slower speed limit of 60km-80km / hr for the last two years and may become hazards with their slower driving. So I agree with the change to lower the speed limit for all.
23	Indivudal submitter	"The reduction should be 70km/h for the full distance from the roundabout through to Templeton on both sides of the road, north and south.
24	Indivudal submitter	I agree with lowering the speed limit from 100km/hr to 80km/hr. Any reduction in speed around this area is commended given it's one of the most dangerous stretches of road in Christchurch.
25	Indivudal submitter	Considering reducing to 70km, the same speed through Templeton from trents road. Consider upgrading the intersection at main south road and Kirk/trents road.
26	Indivudal submitter	We support the proposed speed limit change on SH1, between Templeton and Dawsons Road, in the interests of road safety and, in particular, to encourage drivers to negotiate the new roundabout at a safe speed.
27	Indivudal submitter	No it seems a sensible idea given the changes in the area

#	Submitter	Formal submission
28	Indivudal submitter	<p>Hi,</p> <p>Can you please advise where to find the statistics on deaths and serious injuries that you have used to prioritise the proposed speed reduction on the section of SH1 between Templeton to Dawsons Road. I would also be interested in a high level explanation about the safety considerations and/or any concerns in the design of the Dawsons Road roundabout including the alternatives considered for the roundabout as constructed.</p> <p>Thanks,</p> <p>s 9(2)(a)</p>
29	Indivudal submitter	I think the roundabout is not design for such speed. The actual speed limit before entering and when exiting the roundabout should not exceed 60 km/h
30	Indivudal submitter	Lower the speed, make safer for cyclists
31	Indivudal submitter	I fully support this change, it's definitely needed, we have often wondered why the passing bay was even there because straight from 100 to 70km didn't happen for MOST vehicles. Made things very hard getting out of the Stop Signs on Kirk Rd & Trents
32	Indivudal submitter	I agree with the proposed changes
33	Indivudal submitter	It's a main road, doesn't need a reduction.
34	Indivudal submitter	I agree the speed limit should be reduced to 80.
35	Indivudal submitter	The motorway speed limits should be increased from 100kmh to 120kmh inline with developed countries like in Europe. Otherwise what's the point in spending millions of dollars building motorways?
36	Indivudal submitter	Surely the reduced traffic numbers bypassing templeton, and the roundabout going in are sufficient to reduce risk to injury and fatalities. How about getting imperial data from these measured first then making a decision based on numbers, rather than changing multiple factors at once, and dropping the speed limit at the same time? I'm not against speed limit drops, but I'd like to see hard data with actual results from individual changes rather than changing multiple parameters and saying they all work. That's compromised data, and not how a real scientific statistical study is conducted.
37	Indivudal submitter	The existing 70kmh to the south of Templeton is fine. Fair enough 80 down the old passing lanes but to 100 where it us on the new bridge is a good place to change speed. In Templeton, the issue seems to be the Z Garage so put a round about outside there or something to let traffic out. How about lights like outside Steel and Tube on Blenheim Rd.
38	Indivudal submitter	Are you that incompetent at building safe enough highways that you need to reduce the speed limit instead. WHY would you spend millions upgrading that road to a poor enough standard that need to slow traffic down to make it safe? I haven't suffered from years of road closures, detours, roadcones, endless 30km speed limits and stonechiped windscreens and paint fixed at my expense to end up with slower roads. Leave it alone!

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39	Indivudal submitter	<p>I support a lower speed limit on this section of road between Templeton and the new Dawsons Road roundabout, in both directions.</p> <p>As a cyclist, being in a 100 km/h section is not ideal. The nearby Jones Road has no cycle lane, and the construction signage directs cycles to use this 100 km/h road.</p> <p>However, from the roundabout to the CSM2 merger, when travelling south-west toward Rolleston, the limit should go to 100 km/h immediately to allow traffic to get up to speed for merging.</p> <p>Please encourage the CCC to get on with their part of the Templeton cycle lane in this area.</p>
40	Indivudal submitter	Still keep the passing lanes. Safer and wider turning area next to railway crossing. Round about could become congested with the speed being limited when trains passing by.
41	Indivudal submitter	Nothing else really, the speed limit reduction will make a big difference in safety along this stretch of road.
42	Indivudal submitter	I support this proposal
43	Indivudal submitter	You have just pent years and millions of dollars on this road. It still has a passing bay which will not be needed in an 80km zone so you will use more of our tax dollar to remove this. This project has been costly, I?ll thought out and taken years. It was supposed to sped up my daily commute through this area and now you want to slow it down. This is not a good idea for my region that section of road should have been made as an over pass if you were concerned about it. Strongly against
44	Indivudal submitter	I do oppose this speed change. This information has failed to justify it based on fatal crash data or even serious crash data. This has not been considered prior to designing the intersection so you should reconstruct the intersection to meet the existing speed that has been acceptable for decades.
45	Indivudal submitter	Leave it alone no to changes
46	Indivudal submitter	100% in favour. Atm it is silly as it is speed up and slow down. I travel this every day and find the traffic poorly behaved coming from Rolleston as it hits thew 100 zone. Many times this is not the speed people should be going (road conditions a good example). I would totally support this change.
47	Indivudal submitter	No
48	Indivudal submitter	No. Is a great idea to lower it.
49	Indivudal submitter	I think it should stay at 100km speed limit as it has worked well for so many years and it is only about 1km long
50	Indivudal submitter	Don't argue at all. Leave the speed limit how it is, stop wasting money on changing it. All open roads should remain at 100kmh. Having a licence is about learning to drive and slow down to the conditions. No one said that people have to drive 100kms all the time, but reducing the speedlimit is pointless
51	Indivudal submitter	Stop bowing to pressure from people who buy houses next to busy roads and then complain that the road is noisy and want the speed limit reduced for "safety reasons". Roads such as motorways should be built for and remain as 100km per hour speed limits, which should I point out is quite slow compared to autobahns in Germany.
52	Indivudal submitter	Considering it has 70 km/h zone in Templeton area. It would be great to see the whole proposed area to be 70km/h for less confusion for drivers.

#	Submitter	Formal submission
53	Indivudal submitter	I agree with your submission to make the speed limit 80kms between Templeton and Dawsons Road. People use that stretch as a racetrack, and then just have to break at either end, so what's the point of 100km, far too dangerous.
54	Indivudal submitter	Thankyou for the opportunity to provide feedback on this proposal. Please consider the potential for congestion, hard breaking and loss of traction of vehicles coming off the motorway into the reduced speed area. Please carefully consider the quality / design / maintenance schedule of the road surface at this point, areas of speed transition are prone to uneven wear. Note that overall I support this proposal, the reduced speed will improve the safety of the roundabout, and make it easier for traffic to slow to meet the 70km/hr limit through Templeton. Although outside the scope of this survey, Please reconsider the speed through Templeton - this should be only 60km/hr (down from current 70km/hr) from the Trents road intersection to the eastern end of Templeton.
55	Indivudal submitter	speed limit through templeton is 70 so i think it should be 70 from dawsons rd
56	Indivudal submitter	This piece of road should remain at 100km/h. There are no properties on the west side of the road and few on the right. Traffic volume is drastically reduced from where it has been by the new motorway extension and the quality and size of the road is appropriate for open road speed conditons.
57	Indivudal submitter	I support the reduction in speed, however I feel it should be to 70km/h so that there is a consistent limit from Hornby to the new motorway, perhaps up to 80km/h at the roundabout to match the surrounding roads
58	Indivudal submitter	No
59	Indivudal submitter	I support the speed limit reduction. Just curious as to why the new motorway isn't posted at 110 km/h?