

Submitter	Location of Speed Review	Formal Submission (Please note that personal details that would identify the submitter have been blanked out)
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>Putting in an 80 kph speed limit from Halswell to Little River as proposed except for Tai Tapu, is absurd. The current speed limit of 100kph is perfectly adequate. People like myself will disregard an 80kph speed limit, and in 55 years of driving mainly to and from Banks Peninsula, I have incurred only one speed ticket at 10 km over the limit on the West Coast Rd. The problem with perhaps 50% of Peninsula people ignoring your proposal is that as they speed up to pass those vehicles doing 80kph they are on the wrong side of the road. That creates even more of a danger. The article says there have been 9 deaths but we are not told over what time period or given any breakdown of those crashes. I recall 3 or 4 motor cycle deaths in the last few years and if you think they will obey an 80kph speed limit when they are having a hoon to Akaroa on a sunny day you are deluded. Another death I recall was in Motukarara when the lady slid on ice on a bridge on a bend. 80kph, which I imagine she may have well been doing will not alter that outcome. If you drop the speed limit to 10kph there will probably be a big reduction in deaths, however when what you do risks a large non compliance there is little point to it. Somehow I think I am wasting my time writing this as I believe this consultation is a sham, like the Three Waters fiasco. I lived on Banks Peninsula for 68 years and now live in Christchurch but visit the Peninsula every month or so. There is no way I will comply with an 80kph limit, nor would I have over the last 55 years or so. I remember when the govt brought in speed limits in the fuel crisis. No one took any notice of that.</p>
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>I travel this highway, usually twice a week and have done so for around 25 years. I believe that you have got the sentiments correct with the speed reviews but not got the actual speeds correct. From Halswell to Tai Tapu – this long straight stretch is currently 100 kph and I can see no good reason to alter this. I have not noticed it to be an accident hot spot. It is long and straight and has very good visibility. Request you retain this stretch at 100 kph. From Tai Tapu to the end of the straight beyond the Birdlings Flat turnoff. i.e. where the highway joins alongside Lake Forsyth – this section of highway has a number of long straight sections and the current 100kph with current corner speed signage is safe as is. Visibility is good. From the end of the Birdlings Flat straight, I agree with the limitations to 80kph and agree with the rest of the proposal through Little River and over the hill.</p>

Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>State Highway 73/75 Christchurch to Akaroa. Q1. Are there are any other factors we should consider when making a decision on the speed limit changes proposed?</p> <p>I am commenting only on SH75 between Halswell and Cooptown I agree with the proposed Speed limits through the townships. I do not agree with the 80kph limit on the open road and think it should remain at 100kph. In my opinion reducing it to 80kph will only cause driver frustration and more people will be overtaking, often unsafely. In the summary of the pre-consultation carried out earlier this year NZTA has stated that most people wanted the speed limit between Halswell and Little River retained, but NZTA has come back with a decision that has already been made(i.e. not a "Proposal") that the Speed limit is to be 80kph, and all you are asking this time is "are there any other factors?" . Consequently it is hard to understand what the point of the general public and other organisations telling you what our opinion is. You have angered an awful lot of people in the affected Banks Peninsula communities with what appears to be a sham exercise. I think NZTA need to publicise how the decision to go against the majority view was made. Only if there were sound and robust reasons for the decision going against public opinion will the public have any confidence in the NZTA and future Engagement/Consultation. If it had been decided before the pre-consultation exercise that the Speed limit was to be 80kph, it should have been made clear that this part of the review was a given and not a proposal.</p>
Organisation	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>This submission is made on behalf of the Tai Tapu Community Association Inc. (TTCA) and refers specifically to the section of highway between Halswell and Tai Tapu. The submission addresses two key points, the proposed speed limit change and the consultation process itself.</p> <p>Proposed speed limit changes</p> <ol style="list-style-type: none"> 1. The TTCA does not support the reduction of the speed limit Halswell to Tai Tapu section of the road from 100kph to 80kph as part of Waka Kotahi's proposal to reduce the maximum speed limit on the entire Christchurch to Akaroa highway to 80kph. 2. The TTCA supports the submission of the Selwyn District Council, the tenor of which is: <ol style="list-style-type: none"> a. that the speed limit for State Highway 75 should remain at 100kph to support traffic flow; and b. identified crash risk areas should be alleviated through infrastructure improvements. 3. The justification for the proposed speed reduction appears to be based on Waka Kotahi's Road to Zero Strategy for 2020-2030 coupled with the crash rate on SH 75. 4. The crash movement and contributing factor data provided by Waka Kotahi fails to identify the localities in which crashes occur. There is nothing to demonstrate crash prevalence or risk between Halswell and Tai Tapu. In fact, the highest number of fatal and serious vehicle crashes are recorded to have happened on sharp bends which are not prevalent on this section of the highway. 5. Further, the summary of crash movement data, provides little assistance in reaching conclusions to support the changes. For example, 34.4% of crashes are attributed to loss of control on bends, while only 10% are attributed to loss of control on straight areas. The contribution factor category table attributes just 7.5% of all

		<p>accidents on the highway to speed.</p> <p>6. While there was some advice that the justification for the changes included the increased number of residents this section of the road and the lack of safe run-off areas on the roadsides, no evidence was provided by Waka Kotahi's safety engineer to support this.</p> <p>7. The TTCA believes there should be a more nuanced approach which could involve retaining the maximum speed limit at 100kph but applying reductions in actual high risk or accident occurrence areas. There could also be alternatives such as an off-road bike lane between Halswell and the Old Tai Tapu Road intersection if it is established this presents a real risk.</p> <p>Engagement and consultation</p> <p>8. The TTCA is concerned that genuine or sufficient consideration/weight has not been given to the suggestions and submissions made as part of engagement process.</p> <p>9. There were more than 800 comments made in various forms as part of the engagement process, a key theme being that most submitters wanted the 100kph limit retained between Halswell and Little River.</p> <p>10. There was "strong opposition" to lowering the speed limit between Halswell and TaiTapu.</p> <p>11. Alternatives were put forward, such as extending the 60kph zone from Halswell (by Moffats) to just south of the Old Tai Tapu Road intersection to improve safety for cyclists.</p> <p>12. A "great deal" of concern was expressed about the condition of the road, and a "significant number" of submissions identified the need for more passing lanes and slow vehicle bays with improved signage to encourage slow drivers and tourists to let other vehicles pass. Infrastructure such as side barriers and rumble strips were also suggested.</p> <p>13. None of these suggestions/submissions appear to have been adopted in the current proposal and Waka Kotahi is persisting instead with blanket speed reductions.</p> <p>14. Given there appears to be no or little evidence or support for a reduction in the speed limit between Halswell and Tai Tapu, it is hard not to conclude that the engagement and consultation processes is simply an exercise intended by Waka Kotahi to justify any statutory requirements and push ahead with a pre-determined plan.</p>
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>With regards to the proposed changes. I use this road on a very regular basis, over the years I have seen many crashes and have had a head on myself with an oncoming car on my side of the road. I agree with the speed around the hills and through little river, however I don't agree with the 80km limit from Tai tape to little river. Dropping the limit will make no difference to the frustration drivers face by slow drivers on the highway that do not pull over for stacked up traffic behind them. Alot of the accidents occur due to poor overtaking options by frustrated drivers, this will still occur with a lower limit. Steps need to be taken to address the real issue, more passing lanes and some signage telling people to be considerate (let traffic pass). Again please address the real issue to save lives.</p>

Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>I am submitting my views on the proposed changes to the speed limits for SH75, in particular on the sections from Halswell to Little River. Firstly I need to explain that I have lived near Little River over a 25 year period. I spent 3 years commuting daily to Christchurch and now travel the road regularly. This has given me considerable real life experience, not only of the road itself but also of driving behavior and hazards. I have also seen a considerable number of vehicles which have come to grief. Before giving you my views I wish to make the following comments on the information you have presented, or not.</p> <ol style="list-style-type: none"> 1. It is disappointing that you have not presented any information or data to support the reduction in speed limit. The contention seems to be that the high accident rate is largely caused by a too higher speed limit. I contend that most of the accidents have occurred at speeds below 100km/hr because, almost without exception, the accidents I seen (or more particularly seen the results of) have occurred at corners or curved sections of road. I suspect that a number of these go unreported as they do not involve injury. I have myself extracted people from ditches on the side of the road. Normally they admitted the cause was inattention. Those accidents that have occurred on straight sections have normally involved unsafe passing manoeuvres. 2. It may be contended that by reducing the speed limit that vehicles will be travelling slower when approaching the corners. While this may have some merit I suggest that drivers who are either not concentrating or attempt to drive around 55 or 65km corners much above the recommended speed are inviting trouble. All of the corners are well signed posted and there is no excuse for getting caught out. Modern cars have excellent braking systems so the road or speed limit cannot be blamed. 3. The biggest hazard I observe, and the thing which gives most cause for concern on the section of road between Tai Tapu and Little River, are drivers cutting corners. Had I not learned to hug the inside curve I would have had multiple accidents. This is almost a daily hazard. Again, this is not a speed limit issue. 4. From discussions I have had with neighbours there has been zero support for dropping the speed limit to 80. This is important because unless people can see a benefit in doing so, there will be resistance and non-compliance. Given the low level of Police presence in the area, the reduction would, I suggest, be largely ignored. Having said that, I suggest that a reduction to 90km/hr would be more acceptable. I have driven at that speed recently as an experiment and found it quite comfortable and added little extra time to the trip. I urge you to give that idea your serious consideration. 5. The average speed figures you have presented are, I believe, misleading and therefore meaningless. In 2019 we still had high overseas visitation and with the high number of hire camper vans using the road over summer the average speed is significantly reduced. Many of these travel as low as 70-80 km/hr, much to the frustration of others. Most people travel at 90-100km/hr, a few at 80. 6. On a positive note, I am sure there will be delight in the community with the proposed limit of 50km thru Little River, This has been sought for years. 7. If a reduction below 100km/hr is decided on it is vital that clear reasons are set out for the community and that an opportunity be given to discuss these. As I have said, community buy-in is the only way changes will
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		work. I am happy to elaborate or discuss any of these matters.
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	Keep Curletts road the same speed, change Aidenfield to 60 and keep Halswell Rd to Aidenfield at 60kph. Makes sense to have a single continual speed rather than up and down all the time, and make it the higher speed (60 not 50). If it's 'so called safety reasons' spend the money on increasing driving competency instead of continually reducing speed limits on roads that can easily take the 100km (I'm talking about Akaroa /SH75 here)
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	The proposed highway speed reductions are rather extreme and I do not support the proposed reductions. Is this to enable the police to extract more money from the community.... For a two lane main highway, a 60km/h speed limit from Cooptown to Akaroa is a very long stretch and will be very frustrating for many motorists, especially locals. Outside of built up areas the speed limit should remain 100km/h, motorists can adjust their speed as they see fit for their vehicle, current road conditions and driving experience. The highway from Halswell to Little River is of good quality and mostly straight. Any corners are well signed and motorists have plenty of time to adjust their speed ahead of corners. Outside of the built up areas the speed limit should remain 100km/h. Curletts Road between Blenheim Road and Lincoln Rd intersections can support a speed limit greater than 60km/h. This section of road should remain as it is currently set or if it must change the entire stretch of road should not be set to less than 70km/h. Thank you for giving me an opportunity to make a submission.
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	Yes to reduced speeds. I am a pedestrian first, cyclist second, public transport user third and lastly a driver. I understand the temptation to go fast on the open road, which is why I think we have to have lower speed limits. New Zealand roads here are not motorways. There is very little space at the side of the road for cyclists to move over when traffic comes past them at lethal speed. Often the side of the road is covered in glass and other detritus. This is why we need to reduce speed limits so that cars don't kill cyclists if they clip them with their wing mirrors.
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	Especially in Lyttelton. I often am caught by surprise crossing a road to have someone whizzing around the corner. BUT THERE NEEDS TO BE ENFORCEMENT. Set up mobile speed cameras on Brittain Terrace/Simeon Quay please.

Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<ul style="list-style-type: none"> - Halswell Road requires comprehensive safety improvements outside Halswell school however doesn't require a drop to 50km/h for the rest of Halswell Road. - 80km/h would be reasonable for Curletts Road however 60km/h will lead to a lot of tailgating and dangerous overtaking and is totally unnecessary. - Between Halswell & Akaroa I believe an excessive amount of 80km/h restrictions are being created when what is needed is safer roads and more median strips etc. <p>80km/h where it's not needed will again lead to dangerous tailgating and overtaking.</p>
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	Leave speed limits as they are
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	As much as the speeds around schools are needed and appreciated, I do not agree with the proposal of curletts road needing to be changed from 100 to 60? That's a silly move.
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	i am writing in support of the new proposed speed limits on the Christchurch to akaroa highway 75. i have lived on this road at barrys bay for 42 years, this stretch at barrys bay is very dangerous and i have witnessed several accidents over the years.the present limit of 100 k p h, is way to fast for this type of road, and the proposed reduction to 60 k p h is the best option. on the weekends, mother bikes come screaming down the straight at great speed, making it very dangerous trying to get out of our driveway, also onawe flat road joins the highway 75 adding to the danger as this road leads to the busy transfer station, if you need any more information please contact me on this email. yours faithfully
Individual	SH73/SH75 Chch to Akaroa and SH74 Lyttelton and Norwich Quay/Gladstone Quay	I travel this road very frequently for both business and personal travel. My return trips to Akaroa and back will number in the many thousands over many years. Please do not change the speed limit downwards. There is absolutely no need to do so. The accident numbers so emotively listed in the advertisement makes no mention of what percentage of total trips this is, but I surmise it is an extremely small one. Catering for such a low number of the road users makes no sense. The road is well maintained, visibility is good on the many straights enabling safe passing of those travelling at a slower speed, tight corners have adequate speed warning advisories and directional arrows.To me, and I really hope that I am wrong, this is a committee seeking to show it is doing something and catering for the lowest common denominator. Unfortunately the lowest common denominator will always make poor decisions, no matter how much we try to protect them. Penalising the

		remainder of us only breeds contempt and unrest for no good reason. Maintain the status quo, please. I am happy to personally discuss this should anyone wish to.
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	I strongly object to your proposed changes to the speed restrictions proposed for the Chch to Akaroa road. There is absolutely no merit or hard evidence in your proposal to confirm lowering the speed will directly result in a reduction in accidents. The section of the road from Chch to at least Little River should remain at 100km as it's mainly straight and reducing the speed on the straight sections of this road will just frustrate drivers and I would suggest lead to more accidents. If the objective was to reduce accidents you would be better spending money on improving the road and creating overtaking lanes to better deal with the slow weekend drivers. But a blanket reduction in speed limits is not the answer. Changing the hill section of the road between Cooptown and Akaroa to 60-80 Km zone would have merit as most of the hills are only safely driven at 60kms per hr. To date the proposal has been poorly communicated to the residents and road users, with limited feedback or hard evidence provided by NZTA. I would be interested to know the facts of how many accidents have occurred in the last 12 -24 mths that directly relate to speed as being the sole factor of the accident. Please don't alter the speed limits, fix and improve the road.
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	There can be no doubt that New Zealand's road accident rate is excessive, however NZTA's only response year after year is to reduce speed limits; with randomly variable results. Speed limits in NZ [and actual road speeds] are already lower than most countries we compare ourselves with, but our accident rates are higher. This is not due to too high speed limits; it is due to the generally very poor road use in NZ, and no impediment to risk taking behaviour by immature and young drivers. Reducing speed limits will certainly reduce the severity of the consequences of accidents, but not the rate of accidents; because most of these accidents are caused by drivers who will ignore any limits. The current proposals on the Banks Peninsula / Lyttelton roads perpetuate the blinkered academic thinking that gave us the 'Right hand Rule' the 'Carless Days' and the removal of the mirrors on many blind junctions. The traffic engineers report for the Lyttelton changes accepted that most drivers stayed below the current limits where appropriate, but they still recommended the changes despite a \$50k price tag. They will have no effect what so ever! Much was made of the need to facilitate the 'active users' and it would be like criticizing motherhood, to rail against increased cycling in today's world. However no narrow winding road is ever going to be safe for cyclists unless the speed limit is reduced to walking pace. The MAMILs need to be discouraged from such roads; particularly the racing groups frequently obstructing the Banks Peninsular roads. If you want to do something positive and effective for road safety around NZ, then: 1] Institute compulsory third party insurance for all road users with heavy penalties for transgression as is common in nearly every other country. The ensuing costs will encourage much less risk taking and solve the 'boy racer' problem overnight. 2] Discourage sports cycling use of unsuitable roads. 3] Restrict speed limit changes to only those areas that need them. I.e. around schools and in built up areas.

		<p>On the open road, the average driver self regulates effectively and overly restrictive speed limits lead to driver inattention. The irresponsible will ignore limits whatever and wherever they are.</p> <p>Please reconsider your proposals, they are going to cost a lot of money and have no advantageous effect.</p>
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>I have just driven from Banks Peninsula to Hamner Springs and there are obvious speed limit changes heading to Hamner.</p> <p>And what they have is common sense 80kmh on windy Hill areas and 100kmh on the long straights. I also drive regularly the Lyttelton inner harbour roads and the area just before Living Springs through to Lyttelton I believe the lowered speed limits in this area of around 60kmh an hour maybe 1 year ago what is the data crash rate in this area since the speed limit has dropped? As I have seen many regular almost weekly crashes including fatalities in this area that lowering the speed limit has not lowered the crash rate. I believe the highway between Birdlings Flat and Tai Tapu which is approximately 75% straight roads some of one two plus kms long its common sense to keep 100kmhr. Otherwise how is there any passing possible if all vehicles trucks buses camper vans trailers ect ect following each other are all doing the same speed. And the extra time for emergency services vehicles to respond to calls.</p> <p>Appreciate these questions/concerns and all the others will be answered</p>
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>I also wanted to add I notice there is not even other speed options for example 90 and 70 kmh instead of the 80 and 60 kmh. Why not mentioned?</p>

Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>Hmm, I've had a look through the proposal and it seems even worse than feared. I don't see that any of the points that I raised have been answered or taken into account, at all. I really would appreciate a response to specific points I raised. Actually I would prefer a meeting with someone who can go through my concerns and queries and document either a rebuttal or correction to my assertions or conclusions — or an acknowledgement of them. I am happy to be corrected or informed, but at the moment the concerns and issues I raised still stand. I just reviewed some of the data conveyed as information apparently in support of lowering limits - the average speed data. I find this absurd. For example the data is given for Blenheim to Lunns, showing a limit of 70 and an average of 43-55, and a proposed new speed of 60. There are three sets of lights on this section, on Blenheim, Parkhouse and Lunns. How does such a low average speed suggest that the limit is unsuitable - the average is almost certainly due to the variability with the intervening lights. There might be good reasons to consider changing the speed there, but average speed is not one of them. And, it looks like there were only three incidents there, one non-injury and two minor. Why the speed change...? I also know that the 70's are being replaced with 60s and 80s in the proposal, not because of any data-driven conclusions but from pressure from Policing, to make enforcement easier. Look at Cooptown, two incidents above non-injury in 20 years of data. Why change the speed there? How many decimal places until these incidents show up in the 10-15 million or so movements over that period? At the moment, I feel that the engagement has been made on false assertions, that the data does not show what it is claimed to show, that messaging has been manipulated to encourage people to draw conclusions that should not be drawn and that the opportunity to consider the detail in the data to encourage effective changes while leaving appropriate room and attribution for the necessary focus and expense on managing other critical factors such as enforcement of the existing adequate limits, safe surfacing and repair, education, engineering of the roadside and so on. Looking at the summary of feedback I see that it has been acknowledged that generally there was no support for blanket speed reductions and that the 100km/h limit is sensible and should be retained - and yet the proposal in its current form recommends speed reductions everywhere. Everywhere except where they are already down at the 50km/h limit. I can see that what might reasonably be expected to happen now is that during consultation, feedback will continue against such a misguided blanket approach and that the acknowledgement will be made to keep the open road section at 100..... but retain the proposed reductions to the hill section from 100 to 60 (which is a ridiculous license-losing adjustment to the legal limit that has stood for decades!) If you reduced the hill to 80 you would have some pissed off users, but 60 would mean complete disengagement and disregard by a very large number of users. My view of the data and experience from using the route regularly remains that much of the route is self-managing, and a massive majority of journeys are made without incident, and if you were to pick any particular areas to address it would be this open road section from Hallswell to Motukarara where evidently there is an increasing trend in Serious and Fatal accidents for Cars. It seems highly likely that the large majority or serious incidents are occurring where there is already ignorance or lack of compliance with the current safe limits, poor road conditions, alcohol, drugs and so on. I travel quickly over the hill, where possible, but I stay under the limit everywhere. I am routinely tailgated on the fast open sections,</p>
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		<p>and overtaken often in very dangerous situations and need to take avoidance action. I have never been stopped for speeding on this route, and I have never seen any of the many hundreds or thousands who have passed me at stupid speeds being stopped and ticketed. I agree with some of the sticky notes attached to the current round of feedback - changing the limits will not address the causes and the incidents will continue. Just this week in town, I was stopped at temporary lights and a motorcyclist rode through roadworks from the opposite direction with no helmet and parked up 20 metres away. A minute later when the lights changed and I set off, the Police car that had been queuing behind me followed me through the lights and did not stop or ticket this rider. Now the rider knows he can get away with riding without his helmet to the dairy. The same is true on this SH 75 highway. Occasionally there is a speed van, and road users adjust accordingly, for that section. But there's seldom (if ever?) any active policing and enforcement. Even trying to ice the cake with a short period of visible active enforcement will not change the tone or tune - people will absolutely disregard any ridiculously low limits and the per/user or per/kilometer accident statistics will not change.</p>
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Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	Perhaps we should go back to riding horses. Why not address the real issues of bad driving, this seems to be ignored.
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	I was hugely disappointed to see the proposed speed changes come out yesterday. I cant help but think that this is again a government department blazing ahead with ideological policies all while pretending to consult to the public. I just cant understand how you can put up a blanket speed reduction from current 100 km zones to 80km zones in particular between Halswell and Lake Forsyth. I've lived in Kaituna Valley for 45 years and I've not spoken to one person who agrees with a speed reduction in the area between Haswell and Lake Forsyth. In my humble opinion all that will happen is with a speed reduction will be increased agitation by drivers and cause impatience and more accidents. I suggest that now there will be many drivers now sit on 70 km instead of 80 km. I would challenge the validity of the average speed limits you show from Tom Tom – it seems like an erroneous method given there are varied road layouts in the sections and how can you use it to demonstrate that average speed is close to the new proposed limits ! Seems like a convenient benchmark to me. I'm really disappointed that this is what the agency has come back with. On your web site the feedback clearly states there is no support for a speed reduction !! WHY then is the agency ploughing ahead with a reduction ? As above – this is an example of a govt agency NOT listening. I implore you to reconsider this and actually LISTEN – we don't want a reduction in speed between Haswell and Lake Forsyth. I almost felt like not sending this email – I'll bet you don't listen so why bother is my feeling – but I'm so upset and annoyed with the Agency I decided to send this email. I would love the opportunity to speak to someone in the agency to discuss my concerns.
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	I oppose the reduction to a maximum speed of 80kph as I believe this will lead to more frustration from drivers and result in no reduction in accidents. From my observations as a regular user of this road, I believe it is the dangerous driving habits of motorists, particularly motor cyclists, that causes the accidents, not the speed limit.

Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	If your technical analysis supports speeds at 80 for Takamatua then please go with this larger number. Takamatua is at the bottom of the biggest valley in the chch - akaroa trip. A speed very much lower than the speed on the rest of the motorway will result in a lot more braking and a lot more fuel expended crawling up the other side. A 60 km speed limit will also create an environment for predatory police activity catching people who don't make the extreme drop in speed from the very high sides of the valley to the center. AKA a speed trap. Consider whether you wish to place the structural basis in place for greater carbon emissions, brake and vehicle wear, and oppositional citizen-police interaction.
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	Having travelled the highway from Christchurch to Akaroa regularly for 24 years the proposed speed reduction between Tai Tapu and Lake Forsyth/Wairewa is a big concern to us. The speed, particularly of motorcyclists has been noted to us to be often in excess of 100kph. Their passing manoeuvres are scary. Lowering the limit to 80 will not change the accident rate as law-breakers show no regard for the rules whatever the limit. At present the most dangerous people on the road are those travelling in excess of 100kph and those travelling slower than 90. At the latter speed the failure of these slower drivers to acknowledge those banked up behind them causes risky passing attempts. More signs and designated pulling in spots may help but lowering the speed limit will do little as rule breakers will continue to cause havoc. We can accept lower limits along Lake Forsyth, over the hill, and through the more urban areas but the desired effect of safer driving will not be achieved by lowering the open road limit between Tai Tapu and Lake Forsyth. More policing of the speed limits would help but as in other places where restrictions have been imposed this does not happen and increase safety is not achieved. We recommend you leave this area of the Highway 75 at 100kph.
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	Hell there its s 9(2)(a) . what does safety mean to you nzta,,pacific fuel haul,take safety very seriouslyas i have been there and talk to them,if you notice your cell phone,while in the cab,your dismissed straight away...or touch your cell phone...its not the speed limit that needs changing its the drivers habit behind the wheel,two hands on wheel all the time..looking at the road.Pacific fuel haul only give 5 km over 50,km,60km,and at 90,if you go over 90km,you are given a serious talk...Warning..if you do it again your Dismissed..the cans are cameraed in side and out...produces to follower.No passing on yellow lines.its not the road fault but the driver.,driving the car,stupidly.thank you.
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	Please do not change the Halswell speed limits. They have been built for the current speed limits and I don't feel there is any issue at all, I have lived here 12 years. Current proposal would be a huge inconvenience. My place of employment requires travel through these roads multiple times a day and they already feel safe to drive on. Please from myself and my family do not decrease these speed limits, especially not Halswell Road.

Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>I support leaving almost all of it at current limits except: Little River could well go to 50kph. Duvauchelle go to 60kph.</p> <p>Reasons: It is perfectly safe enough for 95% of conditions as is. It's just a few corners are a bit tight and could either have special speed warnings added, and or be widened. And by all means put up more warning signs encouraging safe speeds in the conditions ... AND Pulling over if cars are behind you because you prefer to drive slowly. That is the main safety issue in NZ. Slower people not pulling over, combined with risky overtaking thereby 'encouraged'.. Lowering the speed will just cause more overtaking!</p>
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<p>Organisation</p>	<p>SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay</p>	<p>Thank you very much for contacting me and asking for my thoughts on this stretch of highway. As a regular commuter between ChCh and Akaroa I appreciate it.</p> <p>My thoughts are:</p> <p>a) There seems to be different groups using the highway - the regular commuters who know the road well and those who don't. It is not unusual to be stuck behind a vehicle from the outskirts of Halswell until entering Akaroa. This causes frustration and may be one of the main causes of accidents. One of the reasons you can get stuck is because some drivers slow right down to go around a bend and then speed up in the straights so that you are unable to overtake safely.</p> <p>b) Instead of reducing the speed limit I think the main benefit would come from adding in a few more passing lanes - then regular commuters can travel safely and calmly while those not familiar, or a little wary, can travel at their own safe speed.</p> <p>c) Another good reason for adding more passing lanes is the increased frequency of motor homes and camper vans on the road as well as stock, transport and timber trucks. These not only slow down the traffic but also make it hard to see clearly before attempting to overtake - very risky with limited vision</p> <p>d) Two other groups of regular users are the motor bikers and those who enjoy the bending nature of the road and are prone to speeding. It is really scary when a motor bike roars past so fast that you haven't had a chance to even see them. Saturday mornings in Summer are the favoured times for motor bikes. They often come into Akaroa for their fish and chips and then roar out again.</p> <p>e) Many regular commuters are often travelling for appointments and meetings etc which means an increased risk of frustration and panic if held up by slow (cautious) drivers and/or the lack of opportunity to overtake.</p> <p>f) Another issue that has arisen post the earthquakes is the stretch by Birdlings Flat going towards Little River. This stretch was often used as an opportunity for traffic to sort itself out however the land seems to have risen into small waves and it is not easy to see clearly ahead now for safe overtaking. This stretch now probably needs either:</p> <ul style="list-style-type: none"> - passing lanes installed - or more 'no passing' lines such as the stretch before the bend and turn off to Birdlings Flat. <p>g) I totally agree with a reduced speed on the Takamatua stretch coming out of Akaroa - Takamatua Valley. Those that are familiar with the road know that this is such a risky intersection however for others it seems to be the time to speed up to get momentum to travel up the other side of the hill - they do not realise that there is a busy intersection in the middle..</p> <p>Summary: At the moment:</p> <ul style="list-style-type: none"> - there is only one passing lane from ChCh which is short and on the hill - from Akaroa there are only two passing lanes on the hill <p>- there are some straight stretches on the flat that would work well for passing lanes eg the stretch between the two turn-offs to Gebbies Pass. My strong belief and recommendation is that passing lanes on the flat would relieve a lot of pressure and enable traffic to sort itself safely. Thank you and fingers crossed for some passing lanes. Thanks a lot for getting in touch. Due to the high safety concern at this intersection and the probable expansion of housing in Takamatua I would suggest 60km/hr. It is a scary intersection and not nice for the local volunteer Fire Brigade to have to attend accidents here - the slower the speed the less damage/injury.</p>
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Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	Hello I am totally concerned and confused why you would drop the current speed limit. The hill from Cooptown to Akaroa yes fully understand 80ks per hr. The main SH75 is ridiculous dropping on the main straights from Halswell outer to Little River. And why we are at it why cannot NZTA look at sensible pull in areas on the main hill, cost savings are quite very noticeable on SH75. I have had many discussions prior with all.
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	With regards to the recent document you, Waka Kotahi and Christchurch City Council, have published in regards to changing the speed limits on the above highways I would like to submit the following. It appears that you consider that the SH 73 (State Highway) to Akaroa starts at Blenheim Road in the centre of Christchurch. Surely this is not a SH but an internal city road at least as far as Halswell Junction were SH 75 starts. So any accidents that have occurred in the past decade should not be considered, especially as this part of the road system has been controlled by internal city speed limits nothing to do with highways. I would go on to say that also the road between Halswell Junction and Tai Tapu should also be discounted in the accident rate as now today this road, not highway, is very much part of the growing city of Christchurch with all the new and proposed housing developments along this section of road. No highway should run at the countries speed limit pass housing and business unless completely separated. The Highway to Akaroa should only be now starting at the southern end of Tai Tapu were it encounters farmland and non-housing until Little River. This highway is in today's standards badly marked with regards to sharp corners which do need to be addressed but with respect to the overall speed limit this defiantly does not need to be changed overall, 100kph limit is correct. In your TomTom survey you showed that the average speed limit in this section of the highway was between 70-93, which shows that 100kph limit is very reasonable. Reducing this speed limit is only going to add to the frustration of drivers thus causing more accidents and to the revenue of the police department. You state in you publication that – Little River, Duvauchelle and Cooptown will receive minor entrance upgrades such as improved signage, which is shown to encourage drivers to slow down in urban areas. These places are not 'urban' areas, which refers to a city not a village or country-side. It took many years for the concerns of the people of Little River were listened to and the speed limit was reduced through the village, yet here with a stroke of a pen you are proposing to lower the speed limit even further and extend it. I have no problem with the lowering of the speed limit through the village of Little River but to carry on that limit to pass the Wairewa Marae I do object that the speed limit proposal going down to 50kph, better signage at the Wairewa Marae would achieve a better happening. The Cooptown to Duvauchelle section of highway needs to be drastically improved as it is very unsafe section of road especially from Cooptown to Hilltop. Reducing the speed limit will virtually do nothing as it is not possible to achieve this limit owing to the state of the road and as shown by your TomTom survey 40-56. People drive to the conditions. This section of the road needs vast improvements especially well signed passing bays etc. The section from Hilltop to Duvauchelle does not need the speed limit to be so drastically reduced to 60kph. Again better signage especially for winter conditions would be more appropriate. Duvachelle to Takamatua does defiantly not need such a radical speed reduction to the proposed

		<p>60kph or the Takamatua straight to Akaroa Threshold. Again your TomTom survey shows that the average speed is in sections well above the 60kph proposed limit. With regards to the intersection at the Takamatua, this does need better road markings and signage with a reduction of the 100kph limit to 80kph either side of the intersection. By reducing the speed limit does allows you now to maintain the highway to a lower standard as if the highway had a limit of 100kph. As this highway and other roads on Banks Peninsula over the years has been constantly patched and badly repaired it is little wonder that there have not been many more accidents and deaths. Better standard of roads not (il)legal speed limit reductions.</p>
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>In addition to my husbands comments below, I would say that we have been driving back and forth twice a week on average to Christchurch over the past 10 years. The drivers who overtake dangerously, those that fail to pull over in the slow passing lane and those that simply drive far too fast, are the ones who will take no notice whatever of the proposed new limits. They will drive dangerously whatever you do. Slower limits will however, make many average drivers much more frustrated and likely to overtake dangerously. I really do hope you take notice of all our comments. There is</p>

		surprisingly much level headed comment on social media and well thought through arguments. We will be writing to Michael Wood, Minister for Transport.
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>State Highway 73/75 Christchurch to Akaroa</p> <p>Q1. Are there any other factors we should consider when making a decision on the speed limit changes proposed</p> <ol style="list-style-type: none"> 1. Cause of previous accidents, Alcohol, fatigue, tourists cyclists on roads with no provision for cyclists 2. Commuters those that drive the road from Akaroa-Christchurch will now take considerably longer should the proposed changes go ahead 3. Will lowering the speed limit stop those that speed excessively or take unnecessary risks? <p>Q2. What is your experience of speed and safety through Takamatua Straight and using the intersection? Towing a caravan - a reduction in speed will require more breaking that adds heat to brake components with steep descents still to go either direction</p> <p>State Highway 74 Norwich Quay/Gladstone Quay</p> <p>Q1. Are there any other factors factors we should consider when making a decision on the speed limit change proposed?</p> <p>Penalising 99.9% of road users for the .01% that abuse the current road rules regards speed. Again the masses are being affected due to the actions of a few. 100km/h is too fast on the hill from Little River to Akaroa/Barry's Bay, 80km/h Limit would be suitable.</p>
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>Regarding the so called consultation process with the communities affected by this decision it is a waste of time and money when the decision has already been made.</p> <p>I agree that lowering the speed limits on the side roads needed to happen BUT and a very big BUT reducing the speed limit between Halswell and Little River only and not improving the state of the road is a Health And Safety issue. The road is in a poor state and has been like this for a long time. The volume of traffic has increased a lot over the years with more people moving out to live here, the number of tourist buses and tourists have increased markedly as have the big trucks both stock and especially logging trucks. Where you got the data about low traffic volumes from beggars belief. Has anyone from your department actually been out and observed the traffic in the summer? Or have you relied on the little bits of rubber across the roads? If you are serious about reducing the accident rate on this road some major road works need to be done in the very near future not next century. I live in hope that someone in your organisation will have the sense to stop and really listen to the people who live along and use this road on a daily basis. They are the ones who can see what is needed to reduce the number of accidents. They are the ones who are the first to respond when an accident happens. No one likes to see this but what the NZTA is proposing is not going to fix the problem only make it worse.</p>

Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	I think that the current speed limits are adequate and fit for purpose, and that changing them is a pointless, virtue-signalling exercise. The deaths and injuries occurring on this road are the result of bad driver behavior and speeds in excess of the current limits. Simply posting lower limits will do nothing at all to stop those who already ignore the ones we have!
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	The proposed changes from Taitapu to Little River dropping the speed limit from 100kmh to 80kmh is not required and I strongly oppose this change. There are ample straights where 100kmh is safe. Corners naturally reduce speed without a road limit required. Accidents currently on this section likely reflect tourists who are going slow anyway and not paying attention, icy sections of road or motorcyclists who are far exceeding 100kmh. So reducing the speed limit will only impact the competent local drivers who use the road regularly. The tourist accident rate will remain the same, the icy road accidents will remain the same (noting better gritting required and everyone in those conditions have already reduced speed), motorcyclists will still continue to flout the law as they do and have same accident rate. In conclusion lowering the speed limit will not result in less accidents or increase safety! It will just impact on frequent road users adding another 10 minutes of a already significant commute!
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>With regard to the proposal to reduce speed limits on Banks Peninsula, my wife and I have been living part-time in Akaroa and Little River for over 25 years, including from 2000 to 2009 when we first rented, then owned, a holiday home on Woodills Road in Akaroa. Having witnessed the changes throughout Banks Peninsula over the course of those years, we are wholeheartedly against the proposal to reduce the speed limits on SH 75, most especially between Akaroa and Little River. We couldn't agree more with the submission by the Akaroa Residents and Ratepayers: the increase in accidents on SH 75, as we see it, stems not from too-high speed limits but rather from poor road quality, frustration with camper-vans, buses, and lorries traveling that section of highway at a fraction of the existing limit, and the inability to pass those over-large vehicles. In short, we are convinced that reducing speed limits throughout the Peninsula will only result in more frustration, more accidents, and more fatalities. We strongly urge you NOT to go ahead with those proposed new limits. Instead, we would ask you to consider doing the following:</p> <ol style="list-style-type: none"> 1. Improve the condition of the roads, particularly SH 75 from Little River to Akaroa 2. Ban over-large tour buses---most especially, but not limited to, double-deckers---between Akaroa and Little River. 3. Build multiple passing lanes throughout SH 75, using signage to convey the message that slower vehicles MUST bear left in order to allow faster vehicles to pass 4. Issue citations to drivers of all vehicles who are traveling significantly under the speed limit and not allowing others to pass

		<p>5. Initiate a campaign to educate renters of camper-vans as to the rules of the road, particularly as pertains to bearing left, in order to allow other vehicles to pass safely.</p>
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<p>Organisation</p>	<p>SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay</p>	<p>Brake is a road safety charity with global interests, and branches in the UK and New Zealand. It approaches road safety and sustainable travel using the Vision Zero method. That is to say, the charity considers that all deaths and injuries on roads are unacceptable, and eliminating carbon emissions from transport, which is the largest contributing carbon sector, should be approached with equal zeal. Brake's vision is a world where everyone can move around in safe and healthy ways, every day. Brake promotes road safety awareness, safe and sustainable road use, and effective road safety policies. It does this through national campaigns, community activities, services for employers and fleet professionals, and coordination of national Road Safety Week. Brake also cares for families bereaved and injured in road crashes. It does this by providing specialist support resources to families following a crash. Brake's response to the proposed speed limit changes Brake broadly supports the proposed speed limit changes, lowering speed limits to reduce road deaths and injuries on these routes. As an organisation that supports people affected by road crashes, we see the devastating impact that crashes have on families, and the far-reaching effect they have on communities. Speed limit reductions can help to make roads safer and communities more accessible and liveable. Brake supports the Road to Zero strategy and Vision Zero approach to improving road safety. Road safety is both a transport and public health issue. In addition to deaths and injuries in crashes, traffic also has an impact through air and noise pollution, and people's level of physical activity. Our streets need to be safe for everyone, regardless of their mode of transport, age or socio-economic area. Children and young people, older people, and those living in economically poorer areas are disproportionately represented in road death and injury statistics. It is vital that our streets have speed limits that are safe and appropriate, and help to protect vulnerable road users. There is significant data and evidence to show that reducing traffic speeds is an effective way of reducing traffic related deaths and injuries. The risk of crashing, and of being killed or seriously injured in a crash increases exponentially to an increase in speed. The faster vehicles travel, the more frequent and severe road crashes become. i</p> <p>Speed is an important factor in determining the outcome of a crash. People make mistakes so it's vital that our road system helps to minimise the consequences of those mistakes. Safe speeds is a key part of that. Brake strongly supports 30km/h limits around schools. The World Health Organisation (WHO) has emphasised the need for 30km/h limits, stating that in areas where 'motorised traffic mixes with pedestrians, cyclists, and moped riders, the speed limit must be under 30km/h' due to the vulnerability of these road usersii.</p> <p>This is particularly important for protecting children, who often make mistakes when using roads. Research has found that children cannot judge the speed of approaching vehicles travelling faster than 30km/h, so may believe it is safe to cross when it is not iii. The risk of injury increases exponentially with impact speed. A crash at 50km/h involves twice as much energy and destructive potential as a crash at 30km/h. If a driver travelling at 50km/h hits a child that runs out in front of them with an impact speed of 43km/h, the impact is equivalent to falling from the third floor of a building. If a driver travelling at 30km/h hits a child with an impact speed of 29km/h, the impact is equivalent to falling from the first floor. [Image 1] There are examples from cities and towns all over the world who are implementing 30km/h limits (or 20mph limits) to save lives and make more</p>
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		<p>liveable communities. In these cities, lower speed limits are helping to reduce deaths and serious injuries, encourage more people to walk, cycle and use public transport and improve traffic flow. Brake's own surveys have shown that over a third of people (37%) think traffic travels too fast on their local streetsiv. Lower speeds in and around communities help enable children and families to walk and cycle to school and local shops. Brake supports lowering the speed limit in Lyttelton, however we would like to see this reduced further to 30km/h, in line with the best practice mentioned above. Brake supports the proposed lowering of the speed limit through Little River, though we would like to see it lowered further in recognition of the number of pedestrians and cyclists in this area. Brake also supports comments from others that the speed limit should not change from 80km/h to 50km/h at the entrance to Little River, but the lower limit should be extended further to include the Inn, recognising the risks associated with turning vehicles and those continuing, and cyclists using the adjacent trail. Brake also supports the proposed lowering of the speed limit around Waiwera Marae. For rural areas, the 100km/h default limit is unsafe in many places. Brake supports proposals to reduce the speed limit on these State Highways. Many of the current limits on these stretches of road are not safe speed limits for the road conditions, with sharp bends, low visibility and steep drop-offs in places, along with a number of towns/settlements and intersections. Our streets also need to be accessible and liveable. Alongside changes to speed limits, Brake notes that a number of areas are in need of infrastructure changes or improvements to help make roads safer and raise drivers' awareness of the speed they should travel on those roads. With increased development and pedestrians and cyclists in close proximity to traffic, it is vital that infrastructure is considered. In addition to proposed speed limit changes, we recommend reviewing potential infrastructure improvements for the school zones, and on key routes for cycling and walking, to further improve safety for those using active transport modes. Lower speeds also result in a decrease in fuel use and fewer emissions and pollutants, resulting in cleaner, greener and more liveable communities.</p> <p>i International Traffic Data and Analysis Group. "Speed and Crash Risk: Research report". Paris: International Transport Forum, 2018.</p> <p>ii Global Status Report on Road Safety 2015, WHO, 2015</p> <p>iii Traffic at 30mph is too fast for children's visual capabilities, University of Royal Holloway London, 2010</p> <p>iv How safe is your street? survey (378 respondents), Brake, 2020</p>
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Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>As a long time resident of Little River who travels to the city daily I believe the proposed change to 80km for state highway 75 from Halswell to Little River will not be of benefit to the safety of people using these roads. I am a supporter of the speed reduction as follows;</p> <p>50km for Little River township. 50km from the township through and past the Wairewa Marae. 80km from Cooptown to Akaroa.</p> <p>The road from Halswell to Little River has long straights that travelling at 80km will create traffic density and potentially dangerous passing behavior due to impatience. The road surface is patchy in places at best and from what I understand, the road surfacing requirements for an 80km highway are less stringent than a 100km highway so I can see the road degrading over time and becoming more dangerous. As above my main concern is that the reduced speed limit will result in impatience and dangerous driving behavior and unless NZTA pays for further policing of the highway which is very limited currently then this will result in more accidents rather than less.</p>
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>I am submitting on behalf of myself, Love Little River Group and an affected business. I fully agree with reducing the speed limit in all the built-up areas through Halswell, Akaroa, Duvauchelle, Tai Tapu, and Little River to Waiwera Marae (which we have long campaigned for), Cooptown etc., and the lower speeds for school zones. I also think that SH75 between Cooptown and Akaroa should be reduced to 80kms in non-residential zones, but 60km may encourage dangerous passing by motorists used to taking it much faster. With regards to the proposed reduction of speed from 100km to 80km on SH75, I believe that just changing the speed limit is a much too simplistic approach, and will not reduce accidents as more people will simply pass those vehicles doing the speed limit. I get that it is the cheapest option, but it is not the solution. It will NOT reduce accidents, and may cause more. Are NZTA willing to take the responsibility and risk? NZTA should be looking at those areas, and putting in 'pull over here' signs at the least, or turning them into slow vehicle lanes. There are several areas where this can be done safely, like opposite the turn off to Birdlings Flat. At least one proper passing lane (on the 'mad mile' between Little River and Birdlings Flat) would also help reduce the unsafe passing on the shorter straights either side. Little River and all the townships also need the 'Your Speed' signs like the one in Tai Tapu. I believe these to be really effective as there are few vehicles that do not respond. At the drop in sessions NZTA said it was not acceptable to have a broken sign, saying slow down, no matter what speed you are doing. That was months ago and the sign is still broken. If NZTA can't even do the very basics, like fix the sign like you said you would, you are not really interested in safe driving. Finally, there needs to be more monitoring of the roads. I live on SH75 in the centre of the Little River township, and the vast majority of traffic outside of business hours does not slow down to 60km. Outside of the township, many cars and motorbikes travel at far higher speeds than 100kms, but there are no permanent speed cameras on the route, and only rarely do you see a police traffic vehicle. Reducing the speed to 80km without any of these further measures will simply encourage more frustration and dangerous passing – it is a cheap, simplistic</p>

		<p>approach that will not increase road safety. To stop passing in the village, which is a common concern, you could put in traffic islands. One would hope that you actually listen to the submitters and not push through this agenda.</p>
Individual	<p>SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay</p>	<p>I would like emphasis on the speed reduction through the settlement of Duvauchelle. 70km is too fast, in the vicinity off this section of road there is a School, Child early learning centre, Community hall, Church, Pony club, Convenience store, Community work shed and Camp ground not too far of the main road. There is no safe cycle way and the footpath is narrow. The Akaroa highway is not safe for cyclists to travel on.</p>

<p>Organisation</p>	<p>SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay</p>	<p>This submission is made on behalf of the Global Road Safety Partnership (GRSP), a hosted programme of the International Federation of Red Cross and Red Crescent Societies based in Geneva, Switzerland. The GRSP works globally to reduce road crash death and injury. Speed management is a fundamental component of the 'safe system' approach to road safety. Speed determines both the likelihood of a crash occurring and the severity of outcome. As speeds increase, so does the likelihood that any crash outcome will become more severe. It is globally recognised that even small reductions in mean vehicle travel speeds result in large reductions in trauma. There are numerous peer reviewed studies that have measured real world impacts of speed reduction. These studies tell a consistent story. As speeds reduce, so does road trauma. This basic 'rule of thumb' applies when calculating casualty reduction. A 5% decrease in average speed leads to approximately a 10% decrease in all injury crashes and a 20% decrease in fatal crashes. A selection of examples of speed limit changes are provided below to illustrate real work casualty impacts as a result of the speed limit changes:</p> <ul style="list-style-type: none"> • Sliogeris (1992): 100km/h up to 110km/h 25% increase in injury crashes • Sliogeris (1992): 110km/h down to 100km/h 19% reduction in injury crashes • Nilsson (1990): 110km/h down to 90km/h 21% reduction in fatal crashes • Scharping (1994): 60km/h down to 50km/h 20% decrease in all crashes • NHTSA (1989): 89km/h up to 105km/h 21% increase in fatal crashes • Bhatnagar (2010): 110km/h down to 100km/h 26% reduction in casualty crashes <p>Safe system compliant speed limits restrict speeds to levels that are survivable in the event of a collision. The crash data provided by Waka Kotahi NZ Transport Agency clearly demonstrates the unacceptable level of road trauma currently occurring on the road network which is the subject of this review. In a non-divided rural road environment, where vehicles are capable of involvement in head on collisions, speed limits of no more than 70 – 80 km/hour should be in place to ensure crashes are survivable. To further illustrate the impact of rural speed limit reduction, when the speed limit was reduced in Sweden from 90km/h to 80 km/h on a large portion (21%) of the state road network (mainly unprotected rural roads), the mean speed was found to have reduced by more than 3 km/h and the number of fatalities was reduced by about 40%. In a bigger sample size, in France, where speed limits on similarly unprotected rural roads were reduced in 2018 from 90 km/h to 80 km/h, fatalities were reduced by 12% on the relevant part of the network, an overall reduction of 331 deaths on an annual basis compared to the previous 4 years. The ETSC (European Traffic Safety Council) reported in 2019 that: "Countries with a significantly lower road mortality rate than the European Union average of 5 deaths per 100,000 population apply a 70 or 80 km/hour standard speed limit on rural, non-motorway roads." The Stockholm Declaration, adopted by the Third Global Ministerial Conference on Road Safety in February 2020, called strongly for a focus on speed management. The Declaration also references the importance of law enforcement and noted that efforts to reduce speed will have a co-beneficial impact on air quality and climate change as well as reducing deaths and serious injuries. This Declaration has been endorsed by a UN General Assembly resolution in August 2020 which also calls for an action plan to lead us towards a 2nd UN Decade of Action for</p>
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		<p>Road Safety, with many stakeholders reiterating the need to make speed management a predominant factor in any new action plan. It is important to recognise that New Zealand's current road safety performance, as measured by road deaths per 100,000 population is significantly worse than that of the world's best performing countries. As examples, the World Health Organisation report in the 2018 Global Status Report on Road Safety that while Sweden and Switzerland had road crash death rates per 100,000 population of 2.8 and 2.7 respectively, New Zealand's rate was 7.8. This rate is almost 300% higher than the best performing countries. The science is very clear, reducing the speed limits on the roads as proposed and in fact on all non-divided rural roads in New Zealand will prevent an enormous number of road deaths and injuries. It is a global problem that there is a lack of understanding by members of the public about the link between mean travel speeds and trauma rates. Higher speeds are perceived to be safe because at an individual level, serious crashes are rare events. However, the science is clear</p> <p>Public that small decreases in speed when multiplied across a population, generate large decreases in road trauma. It is a common international phenomenon that commentators will want to attribute road trauma rates solely to behaviours such as driver distraction, driver inexperience or driver education. While these issues are important, they avoid a fundamental truth. Regardless of the reason a crash occurs, impact speed always decides injury severity and lowering speed limits and rigorously enforcing them has globally proven to be a highly effective casualty reducing strategy. Further, there are major consequential benefits to rural speed reduction as lower speeds will also generate fuel savings and reduce CO2 emissions which will assist New Zealand's contribution to global sustainability targets.</p> <p>Claims that small increases in travel time are more important than saving lives and preventing serious injuries contradicts all contemporary understanding of how the 'Safe System' approach to road safety should operate. The fundamental principle is that no one using the road system should be killed or seriously injured and trading lives in the interests of saving a few minutes in travel time is not an ethically justifiable position. Setting and enforcing speed limits that are consistent with 'Safe System' standards is essential to reducing road trauma. I also take this opportunity to highlight that as the former District Commander of the Canterbury Police District and Assistant Police Commissioner for the South Island, I travelled these roads frequently and I know them well. These roads are not designed for the current speed limits and reducing them and ensuring rigorous speed enforcement, will protect the lives of the people using them. The Global Road Safety Partnership strongly endorses the proposal of Waka Kotahi NZ Transport Agency to reduce speed limits as proposed. The evidence is incontrovertible that speed limit reductions will reduce both road crash deaths and injuries.</p>
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Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>In relation to the proposed speed reductions here is my feedback:</p> <p>I was a police officer for 9 years in the UK, have a full car and motorcycle licence and have a wide experience of dealing with vehicle accidents. I have also studied statistics at degree level.</p> <p>I drive this road almost every day and have done since 2017. So feel I have a somewhat decent knowledge of the road. The NZ Police/NZTA/CCC focus on speed is simplistic and misuse of statistics. The opening line of your adverts states in the 'last decade'. That is a significant period, over which times car safety technology has increased considerably. It totally ignores this. It also fails to cluster accidents into a time of year, driver/vehicle type or exactly where the accidents occurred. What proportion of accidents has been solely attributed to speeding, what was the age demographic of the drivers/riders, time of day, vehicle type, weather conditions? We don't know because they aren't presented. This is a deliberate misuse of statistics. One well-known contributor to motorcycle accidents is middle-aged men buying a motorbike to recreate their youth. Unfortunately, modern bikes are far more powerful and they are not used to the dramatic power increase. Creating a recipe for accidents. If everyone drove to the current recommended speed limits and cornering recommended limits there would be no accidents. So how can reducing the speed limits actually reduce accidents? Of course, it won't but it makes the box tickers at the council and government make it look like they are doing something. A genuine way to address issues would be to see exactly where the accidents are clustered and address the road layout and surface conditions in those specific areas, possibly realigning the road or introducing moveable speed limits based on conditions. Of course, none of this will happen because we already know the outcome! Thousands of drivers will have their journey time to work increased by a reduced speed limit by bureaucrats who live in another part of Canterbury.</p>
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>I would like to provide feedback on the road speed limits on SH 75.</p> <p>My proposal would be to have a 60Kph limit from Curletts Road to the existing limit end just past Candys Road in Halswell. I agree with your proposed 30Kph at Halswell School. The remaining flat section from Candys Road to Little River should remain at 100Kph. This is flat mostly straight road and it is easily driveable at 100Kph. The Tia Tapu township is 50Kph and should remain that way and I agree with your proposed 30Kph at Tai Tapu School. Little River Township from Morrisons Road to 100m east of Allied Petroleum the speed limit should be 60Kph. With sealed pathways for cyclists and pedestrians in this area. The remaining speed limit from Little River to Akaroa should be 80Kph. The proposal to provide four lanes from Curletts Rd to Dunbars Rd is long overdue and pressure must be put onto City Council to upgrade from Curletts Rd to Wrights Rd at the same time. The proposed bus lanes in this section will not improve traffic flows and destination times because of the volume of traffic from Akaroa, Lincoln and new subdivisions in Halswell. If the section from Candys Rd to Little River is such a high crash area then it is time to look at road improvements, even passing lanes if that is what it takes to reduce the crash numbers. It is difficult to see how such speed reductions will allow businesses to flourish if they lose so much time travelling to Akaroa. Remember that speed limits should be set to suit the speed drivers would reasonably expect to travel at, that is drivers expect</p>

		to travel at 100Kph on flat country roads. It is no use imposing low speed limits on drivers when no one will adhere to them. This has been proven in other parts of the country.
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	How many serious accidents were caused by tourists on the wrong side of the road? How many serious accidents were due to excessive speed (ie, above the present speed limit)? How many serious accidents were due to driver impairment due to drugs (including alcohol)? How many serious accidents did not involve other vehicles, rather antisocial, irresponsible behaviour (ie. burnouts)? These questions need examined! There is no need to change the present speed limits between Halswell and the start of the winding section of road at the start of Lake Forsyth. This is a free flowing road and random decreases of the present speed limit will cause congestion and driver frustration and consequently impatient and dangerous driver behavior. The section of winding road alongside Lake Forsyth could reasonable reduced to 80 kmh. The section of road from Cooptwon to Barry's Bay could also be reasonably reduced as could the section from Barry's Bay to Akaroa. There needs to be some passing bays along the section from Halswell to a kilometer past the Birdlings Flat turnoff. There needs to be better policing of the present speed limit (I'm sure that any new speed limit would be vigorously policed otherwise what is the point of lowering the limit?). Please listen to the submitters with an open mind. Any changes that cause driver frustration would have an adverse effect on road safety.
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>Since I wrote this submission and I have made further trips to Akaroa with the proposed speed limit changes in mind. I have also discussed the situation with a former long term manager of NZTA and its predecessor. I have also noted concerns raised in the Akaroa mail in particular. I feel the need to express strong opposition to the proposed limits as they stand. Particular further points are:</p> <ol style="list-style-type: none"> 1) Towing a trailer with a 90km/hr speed limit between Halswell and Little River is an easy, "cruise" drive. 2) The proposals do not feel right when driving the route. When training to be a professional engineer we were told if a plan did not feel right then almost certainly there is something wrong with the methodology. 3) Advice I received is that there is a policy not to use 90km/hr or 70km/hr as speed limits and this often drives speed limits being set 10km/hr lower than needed for safety. 4) When I studied Highway & Traffic Engineering reducing journey times was seen as a positive benefit. 5) My understanding is that State Highways are in general at a better standard than local roads, facilitating higher average speeds and better safety. 6) The proposal in effect sets a lower bar for speeds than most local roads within rural areas. 7) I see the 80km/hr speed limits proposed between Halswell and Little River as frustrating low, slowing everyone's journeys down to the level of those frustrating slow drivers that make it difficult for faster vehicles to pass when opportunities arrive. It would become a slow drivers route. 8) There are suggestions in the Akaroa Mail that costs savings are partly driving the proposals for reduced speed limits. 9) It seems overwhelming local opposition is being brushed aside on the basis that the journey will only take a short time longer.

		<p>9) Waka Kotahi NZTA are in effect proposing to reduce the standard/ service level of the road to a level that is below the essence of what being a State Highway is.</p>
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Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>This is a follow up submission to the one I emailed on 26 July 2021. The views in my original submission remain. I note from the engagement report the feedback is broadly aligned with my original submission. I have been travelling this route regularly for more than 60 years being a property owner in Akaroa. I note however the actual new speed limits proposed are at a frustratingly lower level than where I see the appropriate balance between safety and journey times should lie. I note for example that 70km/hr limits do not exist in the proposed limits.</p> <p>2) Halswell - I am not too concerned about the proposed changes.</p> <p>3) Halswell to Tai Tapu - support retention of 100km/hr. I would be OK with a lower limit of 70km/hr to just past the Old Tai Tapu Road intersection.</p> <p>4) Tai Tapu - OK with what happens here.</p> <p>5) Tai Tapu to Little River - support retention of 100km/hr.</p> <p>6) Little River - OK with what happens here.</p> <p>7) Cooptown - OK with with 80km/hr between Little River and Cooptown</p> <p>8) Cooptown to Duvauchelle - I consider 70km/hr to be an appropriate balance and 60km/hr to be frustrating (as experienced through the Hundalee Hills near Kaikoura).</p> <p>9) Duvauchelle - OK with what happens here.</p> <p>10) Duvauchelle to Akaroa - Again I consider 70km/hr to be an appropriate balance and 60km/hr to be frustrating (as experienced through the Hundalee Hills near Kaikoura).</p> <p>Consultation Questions:</p> <p>11) Re the Takamatua straight I have never had a close call or issue going through this straight in my over 60 years of experience and would go through it both ways at close to 100km/hr when the straight is clear.</p> <p>12) Re SH74 at Norwich Quay / Gladstone Quay - I know this stretch of road well and can see merit is reducing the limit to 40km/hr as there are a lot of heavy vehicle movements. In fact I had a lot to do with issues on this roadway as I worked for the s 9(2)(a)</p> <p> In addition to safety issues reducing speeds may also reduce some of the noise and vibrations resulting from heavy motor vehicle movements.</p>
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Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	I believe the speed limit should stay as currently posted from Haswell to end of Birdlings Flat straight just before road runs beside Lake Forsyth. From here to Little River 80km/hour and from start of Little River happy with proposed changes to the limits. Lowering the speed from Haswell to Little River as currently proposed is, I believe, going to have an effect you may not have considered. Currently traveling the road regularly as I do, many drivers are driving at between 80-90km/hour already especially those unfamiliar with the road. This is in your research is a safe speed if unfamiliar with the road, which I accept. But when the speed is lowered to 80km/h it is logical to now expect those unfamiliar with the road to travel at 60-80km/hour, this is going to create dangerous frustration for regular users of the road, and they will be tempted to unsafe passing in areas that now would not be considered safe passing areas at 100km/hour. An opposite effect to what you wish to achieve. If you were to improve the safety of the road and have better signage, create safe areas for vehicles to pull over, police the speed on the road better (especially motor bikes) it is likely you achieve your desired result without creating the potential danger from the lower speed and extra frustration from those that travel the road regularly.
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	I would like to make a comment about the intersection from Old Tai Tapu Road onto SH75. I would like to see the speed limit reduced past this intersection to maximum 80, preferably 60 which is the speed limit from Halswell to the open road. This intersection is an appalling dangerous area and as a mother of two teenagers who are new drivers, I worry every time they leave home and have to traverse this intersection. I look forward to seeing a change at this area Please do not hesitate to contact me if you wish to discuss anything !
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	We want a safer road not a slower road. Keep the speed at 100, reduce the limit in towns and extend this limit where is required, ie little river pub. You could have used the money from asking for our input again on making the road safer. Passing lanes and maintenance on the road would go a long way. Even realignments. But we have the most deaths with the smallest budget. Has NZTA ever driven the road in the weekends? They are basically that busy it's 80kph already and I bet most of the crash's happen in the weekend? Minor note. I mentioned to the maintenance person at one of the community meetings that the speed signs into taitapu weren't working properly months ago. They still haven't been fixed. They say slow down even when traveling below 50 or don't work at all. Shows you how much was taken in at these community events.

Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>I am a resident in the Little River/Cooptown area and use SH75 and SH73 frequently. I would like to make a submission on three parts of the proposed safe speed review for these roads: the proposed reduction of speed past Wairewa marae; the proposed reduction from Tai Tapu to Little River; and the proposed reduction from Little River to Akaroa.</p> <p>Wairewa Marae I support the proposed reduction in speed past the marae. There is a blind corner before the marae on the west approach, which cars and motorbikes accelerate around in anticipation of the straight before Cooptown. There are often cars parked on the verge outside the marae and cars pulling out, as well as pedestrians, which those high-speed cars would be hard pressed to avoid if anyone made a mistake.</p> <p>Tai Tapu to Little River I do not support the proposed 80km/h speed limit for this stretch. I think the balance between enabling travel and keeping people safe would be better served by a 90 km/h limit. I think the proposed safety solution will not lead to benefits for the highest-risk categories, motorbikes and drivers unfamiliar with the road. A speed limit of 80 km/h on this 50 kilometre stretch of road would be a serious inconvenience to regular road users. This is not a reason to never change limits, but is a reason to be absolutely sure that the right options are being chosen. Your data suggests 739 crashes over 10 years. Given there are between 2200 and 3000 vehicle trips a day along this stretch, or over 9 million over the 10 year period, a very small proportion of trips result in a crash. The onus is on Waka Kotahi to come up with safety measures that address the specific problems that led to those crashes.</p> <p>Reducing the speed to 80 would also bring its own risks by leading to impatience and unsafe driving. The limit would be ignored by many users, leading to vehicles travelling at different speeds and a higher level of overtaking on the road (as happens currently with camper vans travelling at 80 km/h). Because the road has no overtaking lanes, a greater amount of overtaking would lead to higher risk driving for all. Your data already shows that 5 of the 9 deaths in the past 10 years on the road involved overtaking or head-ons. Variable speeds would also likely lead to an increase in the number of rear-end crashes, which your review documents identify as already a problem on the road.</p> <p>A reduction in the speed limit is unlikely to be respected by motorcyclists, many of whom already drive well beyond the current limits. Because 25 of the 47 serious injuries in your data involved motorcyclists, you should be implementing measures that help them stay safe rather than this measure that's not likely to lead to much behaviour change among them.</p> <p>To reduce the risks of injury and death, there are instead other safety improvements that could be done that are likely to have a major role in keeping us safe. Waka Kotahi has accepted the case for those alternatives on SH6 from Nelson to Blenheim, where a proposed 80 km/h limit was modified to a 90 km/h limit plus safety improvements to the road. I am really disappointed that these improvements don't feature in the plan for this stretch of SH75. Instead the proposal talks of 'minor safety improvements (such as signs and line markings)'. I would like to see rumble strips, side barriers at high risk places, median safety barriers at high risk places,</p>
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		<p>median painting, motorcycle underlay rails, wider road verges and better road camber and drainage (especially along Te Roto o Wairewa/Lake Forsyth where the crashed car in your consultation document went off the road when standing water turned to ice, but also at other key flood points).</p> <p>In particular, the safety literature identifies barriers as life-saving, especially for a road like this where your data show that corners have been the sites of the majority of serious and fatal crashes on this stretch (22 out of 47 of the serious injury crashes on the whole road including many, as the crash map shows, on the Tai Tapu to Little River stretch). The data doesn't show the extent to which existing crash barriers have reduced risks - I'm aware of at least two crashes which could have been very serious (one at the Okana Bridge and one at the Birdlings corner). Many of the corners on the Tai Tapu to Little River stretch are lower speed corners and a reduction in the speed limit is unlikely to reduce the speed at which people attempt many of them. Reducing speed limits while not introducing barriers misses one of the key messages in the data and one of the key opportunities to keep us safe.</p> <p>Cooptown to Akaroa</p> <p>I support the proposed speed reduction through Cooptown, because it would allow the road through the township to be more accessible to pedestrians, cyclists and horse riders.</p> <p>I support the proposed speed reductions from Cooptown to Duvauchelle and Duvauchelle to Akaroa because speeds are already low on these stretches of road, there are steep drop-offs and there are many distracted drivers enjoying the scenery. The arguments about other safety improvements, particularly safety barriers, apply here too, although there are already more barriers in places, such as on the hilltop road.</p> <p>Thanks for considering my submission.</p>
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Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>Fantastic - love the speeds suggested near Aidanfield Drive Well done Norwich Quay, Lyttelton - a very busy road with massive trucks (including logging) going through</p> <p>However, why is it still partially blocked by a derelict hotel that forces pedestrians and people in wheelchairs, and mothers with babies in prams to walk on the road? Within less than a metre of these trucks</p> <p>I have personally seen it happen many times every day</p> <p>For earthquake damage that occurred 10 years ago! Are we only going to see action when someone is hurt or killed? The hotel owner has had his insurance payout and has no intention of doing anything about it</p> <p>And that is a fact</p> <p>Is no one going to enforce action on this matter?</p> <p>Would the NZTA allow this anywhere else?</p>
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>I have just been made aware of the proposal to change the speed limits from Halswell to Little River. Clearly your consultation process was poor as is the case with all government departments we have had no idea until reported in the media. I note the accident data quoted to support these changes and as a regular road user dispute your reasoning.</p> <p>No 1 many dangerous situations are created by slow moving vehicles on this stretch of highway now (60kph by mostly rental cars) this change will increase the frustration and increase the current risk.</p> <p>No2 Motor cycle riders currently ride this stretch of road like the Isle of Man, police are apparently unable to control this activity now and with wider differential speeds between motorists and motorcycle riders more carnage will be created as the motorcyclists will not change their behaviour. Living in Akaroa makes accessing services from Christchurch expensive this change will increase this situation and depress the Banks Peninsula economy even further than Covid has so far. Returning to your accident data I suggest you differentiate motorcycle accidents from motor accidents and encourage the police force to actually do their job.</p>

Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>I am 100% in support of removing the 80km/h section between Dunbars Road and Augustine Drive, as this is becoming too built up, and the amount of traffic using the uncontrolled intersection at Aidanfield Drive is getting dangerous.</p> <p>However, I do not think speed limits need to be reduced to 50km/h anywhere that they have been proposed. Halswell Road is a wide, busy arterial route, with large setbacks and does not need the same speed limit as a residential street. The proposed school zone is also unnecessary. There are no schools on Halswell Road in this area, and making things more confusing with slower speed limits at some times of the day feels like it could lead to more problems, as motorists don't know what's going on, kids get complacent etc. It will still be a busy road.</p> <p>I also don't see the need to reduce the speed limit on Curletts Road to 60km/h. This is a motorway, with well-designed separated motorway interchanges, and there are no houses or even retail opening on to this stretch of road. This is overkill. Certainly between Halswell Road and the Motorway.</p> <p>I think it would be fine to reduce the speed limit to 70km/h from the motorway to Blenheim Road, as there is only a short stretch of 100km/h there at the moment. But again, 60km/h does not seem necessary.</p>
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>I am not providing feedback on the following items/locations:</p> <ul style="list-style-type: none"> - variable speed limits at schools - Little River - Wairewa Marae - Takamatua straight - township entrance upgrades <p>I do not agree with the proposal to reduce the speed limit for the road section between Halswell and Cooptown (excluding the above locations) from 100km/hr to 80km/hr. I regularly drive this section of road and have experienced no problems maintaining a safe speed and incident free journeys. There is a problem with slow moving traffic, particularly on weekends (towing vehicles, campervans, etc) and drivers who are not familiar with the road. It is necessary to allow overtaking in the appropriate places with straights and good visibility - BEFORE hitting the hills. This would be impossible at the proposed new limits. I would suggest more effective improvements could be made to allow safe overtaking opportunities along these straights and, where possible, on the hills. The current slow traffic lanes are very short and could do with earlier, more clear/instructive signposting (e.g. "Traffic behind you? Let it pass, move left ahead").</p>

Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>The proposed blanket speed reductions are an incorrect assessment of what is needed to reduce the accident rate. Recognising that speed reduction reflects the severity and effect of an accident, there needs to be more attention to the other factors that give rise to the accident number. I have been a regular user of these roads for 50 years and these roads are vital for the effective running of our business. To reduce the main road (HW75) to 80km/hr from Christchurch to Little River will add to transport costs, reduce efficiency and will not address the problems that we encounter .</p> <p>The main situations that we face are the very slow and poor driving skills by tourist traffic (this has reduced with Covid) With inadequate passing areas, and no requirement for visitor NZ road driver training, we have often encountered difficult situations. Often the problem is too lower speed. With travel on the Akaroa to Christchurch road, especially on the weekend, we face the constant threat of motor bikes encroaching over the white line. This is not a speed issue, it is a driver fault. To deduce the open road speed limit as proposed is contrary to good road traffic management and an over simplistic remedy. Many years ago when the road was just shingle, there was a great deal of pressure to get the road sealed. There was little road reconstruction at the time and this is reflected in the road today , with many corners, poor corner camber and shape and inadequate passing areas . There are many options that could be undertaken such as, a program of correct road reconstruction, targeting accident locations centre road rumble strips speed indicator lighting and warning at the dangerous corners corner cameras to target road encroachment</p> <p>To reduce the open speed limit on the straight sections of HW75 from Christchurch to Little River is a very incorrect proposal and does not address the driving situations that we face, I would welcome any contact to discuss this submission</p>
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<p>Organisation</p>	<p>SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay</p>	<p>Tēnā koutou katoa,</p> <ol style="list-style-type: none"> 1. Christchurch City Council (the Council) thanks Waka Kotahi for the opportunity to provide comment on the SH73/SH75 Christchurch to Akaroa and SH74 Lyttelton speed review. This submission summarises the views of the Waihoru Spreydon-Cashmere, Waipuna Halswell-Hornby-Riccarton and Te Pātaka o Rākaihautū Banks Peninsula Community Boards. These Boards cover areas affected by the proposed changes in this speed limit review. 2. The Community Boards agree there is a need for a review of the speed limits on SH73/SH75 Christchurch to Akaroa and SH74 Lyttelton, and acknowledge the importance of Waka Kotahi's efforts to improve road safety and reduce accidents, injuries, and fatalities. 3. With respect to SH75, the Spreydon-Cashmere Community Board supports Waka Kotahi's proposal to lower the speed limit on Curletts Roads to 60 kilometres per hour (km/h), retaining Halswell Road, Hillmorton at 50 km/h. These sections of road are included in the Spreydon Ward, hence the Board's interest in these specific components of the review. 4. The Halswell-Hornby-Riccarton Community Board supports Waka Kotahi's proposal to generally lower the speed limit on Halswell Road, including the section past Aidanfield (to 60 km/h) and the section past Halswell School to 50km/h. These sections of Halswell Road are located in the Halswell Ward, hence the Board's interest in these specific components of the review. 5. The Banks Peninsula Community Board supports the proposed 50 km/h speed limit on SH75 through Little River; this is in line with feedback the Board have received from the community. However, the Board asks that more consistent speed limits be maintained between Little River, Wairewa Marae and Cooptown. While the Board agrees that the speed limit outside of the Wairewa Marae should be reduced, it has concerns about a speed limit of 80km/h on the small stretch of road from the Wairewa Marae through to Cooptown. The Board supports, as does much of the Banks Peninsula community, the already introduced 40km/h speed limit reduction in Akaroa Township. 6. The Banks Peninsula Community Board is aware of their community's strongly held views regarding the reduction of speed limits on SH75, and asks that Waka Kotahi consider the Banks Peninsula community's feedback, concerns, and recommendations when making its final determinations. The Board continues to advocate for the improvement of other road safety measures as an additional way of reducing accidents, injuries, and fatalities. Accordingly, the Board asks that Waka Kotahi consider the following: <ul style="list-style-type: none"> · The need for more slow-vehicle options such as pullover bays and/or passing lanes. · The use of rumble strips on certain hill corners. · Traffic calming measures for Lyttelton and Little River, such as driver feedback signs. · Increased pullover areas along the whole length of SH75. · Improvement of road markings on the slow vehicle lanes on the Cooptown to Barrys Bay hill section. · The installation of barriers on some of the corners on the hill between Cooptown and Barrys Bay. 7. The Banks Peninsula Community Board supports lowering the speed limit on SH74 - Norwich
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		<p>Quay/Gladstone Quay to align with similar speed reductions to urban streets throughout Lyttelton that were recently approved by the Council. The Board would like to see Waka Kotahi consider road calming measures, particularly on the Oxford Street intersection in Lyttelton to help ensure drivers are aware of, and adhere to, the reduced speed limits, as this is important in helping improve the safety of drivers and community members.</p> <p>8. Thank you, again, for the opportunity for the Spreydon-Cashmere, Halswell-Hornby-Riccarton and Banks Peninsula Community Boards to provide this feedback. For any clarification on points within this submission please contact s 9(2)(a)</p>
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Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	I think its ridiculous. Speed should stay as it is. All the locals drive to the speed limit. It's our of towners that speed along the motorway for fun. Just add some speed bumps maybe on entry into little river. As they zoom through its pretty dangerous. Maybe put some police out now and again to catch the people speeding. I've been living out here for 1.5 years and I've only seen cops on a couple occasions which I personally think is pretty slack, no wonder people are hooning.
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	I generally support the proposed changes, however I feel some consideration should be given to further lowering the speed in the section just after Golf Links Road and where it drops to 50kph just before Tai Tapu. The bend (coming from Halswell) has a suggested speed of 65 but many, especially motorcycles, do not adhere. There are residential and farm access ways located on and immediately adjacent to this bend.I live just as the bend straightens s 9(2)(a) and access can be quite hazardous at certain times. There is limited pull off space on the east side and on the West side the edge narrows considerably just before Tai Tapu making it hazardous for pedestrians. A threshold of 60 or 70 could be considered.
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	Hi I agree with the proposed speed limits as set out in the Christchurch – Akaroa and surrounds table and wish it was extended to include the entire peninsular are road accessing it such as Evans Pass, etc
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	You appear to have funding problems to police the road 24/7 so rather than restrict the speed of all drivers perhaps cameras should be utilised with fines being appropriately administered to the miscreants
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	My wife and I have a holiday home in Akaroa and have used this Highway for over 23 years. Could I please have some more statistics on the 739 crashes over the last decade. I would like to know the number of vehicle types in these crashes ie. Motorbikes , cars , camper vans , commercial vehicles . At what time of the day is the most accident prone time and also weather conditions . With this information I can then make a more informed opinion. I think the proposed speed limit is too slow as there is no passing lanes and can see that this will force more overtaking in a dangerous manner. I believe that the road from Taitapu to the Birdling Flat turn off, is in good condition and able to be driven at 100kms as is now but perhaps continuing on to Little River from there could be 80kms as there is often ice on that part of the highway in the winter or perhaps installing ice warning signage would help that .

<p>Organisation</p>	<p>SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay</p>	<p>The Committee of the Akaroa Golf Club would like to provide the following feedback in regard to the proposed speed limit changes to SH75. The committee agrees with the proposal to reduce the speed limit to 60kmh for the section of the road between Cooptown and Barrys Bay, as well as the changes to the speed limit in Tai Tapu, Little River and Duvauchelle. It does not agree with the proposed blanket speed reductions to 80kmh for the sections from Halswell to Little River or 60kmh from Duvauchelle to Akaroa. Akaroa is a destination that relies on tourism, and many businesses will not survive without it. The proposed speed reductions over the complete 87km trip from Christchurch will have a negative impact on visitor numbers. For the AGC the disincentive of another 15 minutes travel time each way will reduce the number of green fee players our club is able to attract. Any reduction in green fee income puts at risk a key recreational facility for Banks Peninsula. The committee believe that the same safety improvement can be achieved by reducing the speed limit to 80kmh for only short sections of the road from Halswell to Little River, and making improvements such as roadside barriers. The majority of this road is no different to any New Zealand road, Similarly, reducing the speed limit between Duvauchelle and Akaroa from 100kmh to 60kmh is excessive, and that 80kmh is realistic to improve road safety. The committee believes these alternatives are a realistic compromise, that will definitely improve the safety of our roads, without severely restricting the flow of people and business.</p>
<p>Individual</p>	<p>SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay</p>	<p>Thanks for your reply and clarification. I have emailed this to the committee. Speaking personally I am aware of a number of recent fatalities on this road where excess speed and alcohol have, I believe, been the cause. The blanket speed limit reductions will not stop this type of driver behaviour. Instead they will penalise the vast majority of drivers who comply with the law and travel the road safely every day. The proposed lower speed limit is over such a long distance when sections of the road are clearly safe to travel at 100kmh. My concern is this will create frustration or a loss of concentration, resulting in a smaller reduction in accidents than speed limits that the travelling public understand and support. Not one single person I have asked has agreed with the current proposal, with many expressing strong opposition.</p>

Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>I am 79 years old and have driven the roads of New Zealand and many countries overseas since obtaining my driving license at age 16. I have had only one driving accident fully my own fault (distracted by listening to the car radio) but have never been involved in an accident that caused injury or death. I have lived in Akaroa for three years now and have driven the Chch to Akaroa road many times without incident. It is very regrettable that there have been 739 accidents on the same road in the past ten years. Before making any changes to the road speed limits, it would be just and right to have an analysis of the accidents. How many were of overseas visitor (tourist) drivers and how many involved motor bikes? In my view there is absolutely no reason to change the speed limits on the well sign-posted road from Christchurch to Little River. Hundreds of thousands of road trips are done on the road each year without incident by normal careful drivers. WE should not be penalized for people who do not drive carefully or do not observe the signs or the driving conditions on the day. Before changing speed limits, I would suggest that irresponsible drivers could be assisted by placing electronic warning signs in strategic spots, such as have been placed in Tai Tapu and Lincoln advising of current speed. Also the same kind of sign warning motorists to take extra care for "High Crash Areas" such as one sees at some spots on State Highways (eg through the Lindis Pass) If there is an area on the road that could be considered for a change it would be the section of the road crossing the hill from Little River to Barry's Bay. Since it cannot be driven safely or even physically at more than 60 to 70 km per hour, I would suggest and recommend the speed limit be reduced from the present 100km to 70km. The groups of motor-cyclists who thrill to drive the hill will not be pleased, but they may stay alive a bit longer if they observe the realistic speed limit. Thankyou for your consideration of these reflections and suggestions.</p>
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Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>This submission addresses two key points:</p> <ul style="list-style-type: none"> • the proposed speed limit change and, • the consultation process itself. <p>Proposed speed limit changes</p> <ol style="list-style-type: none"> 1. I do not support the reduction of the speed limit on the Halswell to Little River section of the road from 100kph to 80kph. 2. I support the submission of the Selwyn District Council, the tenor of which is: <ol style="list-style-type: none"> a. that the speed limit for State Highway 75 should remain at 100kph to support traffic flow; and b. identified crash risk areas should be alleviated through infrastructure improvements. 3. The justification for the proposed speed reduction appears to be based on Waka Kotahi's Road to Zero Strategy for 2020-2030 coupled with the crash rate on SH 75. 4. The crash movement and contributing factor data provided by Waka Kotahi fails to identify the localities in which crashes occur. There is nothing to demonstrate crash prevalence or risk. In fact, the highest number of fatal and serious vehicle crashes are recorded to have happened on sharp bends which are already controlled with lower speed limits. 5. The summary of crash movement data, provides little assistance in reaching conclusions to support the changes. For example, 34.4% of crashes are attributed to loss of control on bends, while only 10% are attributed to loss of control on straight areas. The contribution factor category table attributes just 7.5% of all accidents on the highway to speed. 6. While there was some advice that the justification for the changes included the increased number of residents this section of the road and the lack of safe run-off areas on the roadsides, no evidence was provided by Waka Kotahi's safety engineer to support this. 7. I believe that there should be a more nuanced approach which could involve retaining the maximum speed limit at 100kph but applying reductions in actual high risk or accident prone areas. There could also be alternatives such as an off-road bike lane between Halswell and the Old Tai Tapu Road intersection if it is established this presents a real risk. <p>Specific comment to the NZTA proposal</p> <p>Halswell to Tai Tapu Reduce speed limit from 100 to 80 kph Do not support. There is no evidence to support this change. I drive this section of road very regularly and I see very few traffic movements from properties</p> <p>Tai Tapu Township Support</p> <p>Tai Tapu Township Support</p> <p>Tai Tapu to Little River Reduce speed limit from 100 to 80 kph Do not support. Most of the crashes are on the sharp corners which are signposted. Improved warnings in these areas will have more effect than a blanket speed reduction on an otherwise safe road.</p> <p>Engagement and consultation</p> <ol style="list-style-type: none"> 8. I am concerned that genuine or sufficient consideration/weight has not been given to the suggestions and
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		<p>submissions made as part of engagement process.</p> <p>9. There were more than 800 comments made in various forms as part of the engagement process, a key theme being that most submitters wanted the 100kph limit retained between Halswell and Little River.</p> <p>10. There was “strong opposition” to lowering the speed limit between Halswell and Tai Tapu.</p> <p>11. Alternatives were put forward, such as extending the 60kph zone from Halswell (by Moffats) to just south of the Old Tai Tapu Road intersection to improve safety for cyclists.</p> <p>12. A “great deal” of concern was expressed about the condition of the road, and a “significant number” of submissions identified the need for more passing lanes and slow vehicle bays with improved signage to encourage slow drivers and tourists to let other vehicles pass. Infrastructure such as side barriers and rumble strips were also suggested.</p> <p>13. None of these suggestions/submissions appear to have been adopted in the current proposal and Waka Kotahi is persisting instead with blanket speed reductions.</p> <p>14. Given there appears to be no or little evidence or support for a reduction in the speed limit, it is hard not to conclude that the engagement and consultation processes is simply an exercise intended by Waka Kotahi to justify any statutory requirements and push ahead with a pre-determined plan</p>
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Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>Feedback as follows starting at Halswell:</p> <p>As the highway officially starts in town not in the country, the statistics should be divided into 2 also, to stop "townie" crashes being added to country statistics.</p> <p>Need to provide a truthful breakdown of the crashes, where they were and what type of vehicle was involved.</p> <p>Road design is also a problem and could be made much safer by doing the following:</p> <p>1 Candys Rd Intersection - Provide a right turning land from the town (north) end so that traffic can safely turn into Candys Rd from Halswell Rd. Also remove the lamposts that are right on roadside. Many near misses, crashes and a few deaths over the years. Simple fix.</p> <p>2 Duckpond Rd Intersection - Provide a right turning lane when coming from town (north) end. Many Many near misses here. See a couple a week. You are in a line of cars and the front one signals to turn right and the car from several back decides to overtake. Also cars coming out of Duckpond Rd don't look both ways, and turn heading towards town, nearly having head on crashes with overtaking vehicles. Yes vehicles are not meant to overtake on an intersection but loads do, as its a long straight. Simple fix = Yellow lines and right turning lane.</p> <p>3 Takamatua Straight - Keep at 80 km. Put in a left turning land coming from Akaroa end for traffic to head down to the beach. May also be enough room for a right turning lane from Akaroa end.</p> <p>Open road should be kept at 100 km but Little River reduced to 50 and extended to the marae.</p> <p>Reducing the speed on the open road to 80km will not stop the motorbikes and boy racers, who have frequent crashes. Also will not stop the foreigners that are set to return next April, who longhaul fly in, rent a car, drive to Akaroa - its close on the map and only just over an hour away, have lunch and liquid refreshments then drive back to ChCh to their accommodation, but fall asleep on the way and crash. I usually get at least 1 a year through our fences. Covid has been a blessing. Road Surfaces need to be addressed. The road is a disgrace. If I could fill in Health & Safety reports regarding its condition I would. Apart from the bare bits where the tar has bled through, driving over all the patches is akin to a rollercoaster ride - lucky not to get whiplash, even in my brand new car. Try driving the highway in a Truck. In my husbands new big Scania you get lifted off the seat even with the latest airbag technology. Do you ever independently audit the contractors and the work they have/meant to have completed? Just a thought. Road inspection guy needs to drive faster than 50/60km hour to find out real state of the road. Lowering the road speed to stop people complaining about condition is not the answer. Just leads to frustrated daily commuters and shitty travellers. Easy fixes and some "Slow vehicles pull left" signage would be more of a help than lowering open road speed to 80km. There is no public transport out here - train finished 60 years ago. Too far to cycle to work in ChCh each day. How about using all the road tax money for the roads, instead of TV ad's justifying lowering speed limits and all the extra PR people you now have. Lowering speed limit to 80km will save lives - yeah right. Next Tui ad in the making.</p>
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Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	Hi, In regards to the speed limit, people can drive within the signed speed that is safe for them, as for safety at Takamatua Straight intersection people just need to follow intersection rules. You can never mitigate for the stupid. I Like this road how it is, people need to follow rules and use common sense and in the end learn by their mistakes. If society caters for the extreme, roads versus distance/time will be un- practical for use. Provide alternatives for the very slow if you like or make another route but leave 80 or 100km where you can, I've never had a problem, I guess the loud voices always win and people become less skilled on the roads. If you like I can provide as to what's practical for the average car and driver, I don't think it's that hard.
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	I do not believe the speed limit should be reduced from Halswell to Littleriver. The open road speed limit should stay at 100km due to the characteristic long open straights and well signposted corners. The road is safe to drive as it is. From Littleriver to Akaroa a reduced speed limit would be appropriate for this stretch of the highway due to it's winding characteristics.
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	I am writing to submit my opinion on the 'consultation process' around the speed limits on the Akaroa Highway 75. Please find (and read) the attached letters that have been written to CCC and the NZTA in 2016 and 2018 (largely not responded to at the time, definitely not taken into consideration). This is a waste of my time. I am sick of submitting to processes that do not listen to the affected parties. I have tried twice to engage in a discussion around the safety and road user experience of the highway and no changes have been implemented. I can't imagine that you will listen now, I know you definitely will not respond. This is taking up my valuable personal time. I COMPLETELY DISAGREE WITH THE CHANGES TO THE SPEED LIMIT. What you are dealing with his human nature and changing the speeds will not change how people want to pass slower vehicles, it will perhaps exacerbate the situation, with all vehicles forced to travel a much longer trip to Christchurch. The trouble with the Akaroa road is there is no where to pass, in my previous letters I asked for the shoulders to be sealed to allow for vehicles to pull over to let vehicles behind pass, and for the installation of signs "vehicles behind you, let them pass", as well as signs to indicate safe (sealed pull overs) for photo points and rests as well. As there is nowhere to pass vehicles are 'forced' to undertake risky manoeuvres. This will not change at 60 or 80, it will only make it harder as vehicles behind back up and drivers get frustrated and angry. The solution I have offered twice before now, and again at the "consultation" (joke), was by far the cheapest solution, seal shoulders, install a few signs. If you really wanted to improve the road then undertake some proper maintenance on this high use tourist route. We just visited Milford Sound and noted the highway has been resealed throughout. Through Mt Cook area the roads have pull over bays and slow vehicle and photopoint signs. NZTA states that the road has low users, but it is higher than the Lewis Pass. And at 5000 users a day, that is actually 8.3x the permanent population of Akaroa, an incredibly high road use per head. The petition that I submitted to you (which I am sure you still hold on file) in 2016/17 had nearly 100 permanent residents of Akaroa sign it, that is 17% of the population, I gathered those signatures with no effort, simply leaving it at the library for a while, and only in Akaroa. So 17% of the population back in 2016 wanted improved

		<p>safety on our highway. Did NZTA respond? Did NZTA do anything to prevent further deaths in that time? No, nothing. Again, I COMPLETELY DISAGREE WITH THE CHANGES TO THE SPEED LIMIT. If you add 40 minutes to a trip to Christchurch, which for us would then make it a FOUR HOUR ROUND TRIP FOR OUR LOCAL SERVICES including drivers licencing, COF services, as well as all extended mental health and specialised health care, birth units and most other services including hardware, groceries etc. We are FORCED to travel over this road at least several times a year. This impact upon our lives will be huge. Already it is very difficult long day to access all of the services we need in one day. On top of this is the increased costs that all residents of Akaroa and Banks Peninsula will bear by the increased courier and transport fees, including for petrol and vehicle maintenance. With low wages and high accommodation and living costs this will add another financial stress to many of the lower income families on Banks Peninsula. Who will be responsible for the babies born on the way to Christchurch, rather than in the hospital due to the fact that it takes so much longer, who will help the fathers drive at the speed limit and avoid fines or imprisonment? THERE IS NO BIRTHING AVAILABLE ON BANKS PENINSULA. Sorry to use capitals and underlining, but you guys just do not listen. I hope that you make this submission public so that people can see how irresponsible and illogical the NZTA has been over a long time. I've wasted enough of my time on this. *(REFER EMAIL FOR ATTACHED PREVIOUS NZTA AND MEDIA LETTERS)</p>
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>Q1. Are there any other factors we should consider when making a decision on the speed limit changes proposed? Frustration to regular road users of slow drivers leads to risky passing decisions. Lowering the speed limit furthers the frustration. More enforcing of courteous driving to reasonable speed would help. The cause of accidents is more about driver lack of experience and driving under the influence. We need more evidence of enforcement at peak holiday traffic times. Q2. What is your experience of speed and safety through Takamatua Straight and using the intersection? Never had a problem, suggest reduction to 80km.</p>

Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>I have read the comments that have been submitted by the public so far (5 Nov), and the overwhelming majority so far are opposed to any of the speed limits being tampered with, particularly from Halswell to Little River. This section is mostly long straights with slight corners that are well sign posted with speed, very good visibility the whole way. This road is perfectly safe as is and any "dangerous" sections are well signposted with recommended speeds informing drivers that there is a bend ahead and to slow down. If the limits are changed here, it will highlight that this 'public consultation' is purely a box ticking exercise and the decisions were a foregone conclusion. I really can't see how dropping the speed limit to 80km/h will save lives on a road with long straights and gentle bends. The problem is with people doing over 100km/h and making everyone else drop to 80km/h will only frustrate drivers and cause more accidents. The money needs to be spent on policing the existing rules and penalising those few who break them, not penalise everyone because of those few. I have no problem reducing speed in built up areas. I think it is important to lower the speed limit through Little River to 50km/h as this village is now quite busy and care needs to be taken here. I don't see these limit reductions doing anything other than frustrating the majority of motorists most of the time when the road is quiet. Spend the money on policing the existing limits rather than lowering them all and expecting that people will just stick to them. Some will, lots won't and that will cause even more tension on the roads if you don't police them rigorously. Will ticketing someone driving at 100 on a long straight empty road really improve road safety? Despite the generally twisty nature of this road from Little River to Akaroa, there are a handful of places where a car or a motorbike can pass much slower vehicles like caravans, trucks etc. The proposed 60 limit all over the hill effectively prohibits this, so a line of traffic crawling behind the slowest truck or towed boat will result. This again will create frustrations and probably lead to dangerous passing and accidents. The suggested 60km/h really makes no odds asserting the bends, where the tightest already have advised speeds well below 60 anyway. A 80km/h limit instead of 60 would be enough as this speed is probably more realistic for this section of road. Leave Halswell to Little River as is, change Little River township to 50km/h and over the hill to Akaroa to 80km/h. This would meet the needs/requests of the correspondents and probably meet your needs to be seen to be doing something. To ask for inputs and then ignore 90% that does not fit your easy reduce speed approach is insulting to those that have taken the time to respond. Time and effort should be diverted to better road maintenance and driver training not penalising and frustrating the vast majority of road-users</p>
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>State Highway 73/75 Christchurch to Akaroa Q1. Are there any other factors we should consider when making a decision on the speed limit changes proposed? I do not agree with reducing the open road limit to 80k because of crashes, these are inflated by "boy racer" crashes and lack of policing Q2. What is your experience of speed and safety through Takamatua Straight and using the intersection? OK</p>

Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>As someone who lives in Akaroa and uses the road frequently I think lowering the speed from Little River to Akaroa makes sense given the windy road. Lowering the speed from Little River to Christchurch will cause more safety issues than it solves as there are many large straight roads that going only 80 in modern safe vehicles is overly cautious. I suspect this will cause more pressure to over take and reduce overall safety. From hundreds of trips on the road I suspect the biggest bang for buck would we 6-12 signs that say "if traffic is behind you please pull over and let it pass". By far the biggest issue is people not familiar with the road going super slow not looking in the mirror and pulling over (lowering the general speed won't actually help this issue as the frustration is typically when they are going even slower than this). I also drive a motorhome and find it very easy to pull over when needed as I know the road and where pull over spots are coming up. Signs suggesting pulling over just before these spot would be useful to those not familiar with the road (there are quite a few bits of road that could be made easier to pull over too). The thing I have see that cause the most danger is when people don't pull to the left on the dedicated slow car lanes. Definitely need signs before these slow lanes. Ideally more of them would help. I suspect most of us who use the road regularly have sympathy with people not familiar with the road who are enjoying the scenery. Making it easy for these people to pull over safely at regular intervals would make by far the biggest difference to safety.</p>
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Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>I commute Monday to Friday from Cooptown/Hilltop to Addington(Christchurch).</p> <p>Halswell: Like all Urban centres, there needs to be an eye to the future with the constant development around the edge of the city changing the flow of traffic. Through Halswell the road is wide with good visibility and plenty of pedestrian islands allowing for Safe interaction between all parties.</p> <p>Halswell to Tai Tapu: Retain Open road Limit. It has long clear straights with good visibility. With the new subdivisions at the Halswell city limits, one would assume as part of their consents, there would be a modification of the road situation. So would not need to be considered as part of this review. (Right Hand has got it all sorted, Left Hand carry on looking at other areas.)</p> <p>Tai Tapu: Retain Current set-up.The previous adjustment was good by pushing the northern threshold away from the bridge past the picnic area. The school is obvious around the critical times as there are a lot of cars and pedestrians around, which (most) people naturally slow down for anyhow. And in the mornings everyone often ends up going at 20km/hr due to the School bus parked there.</p> <p>Tai Tapu to Little River: Retain Open road Limit. It has multiple long clear Straights with good visibility (and some shorter ones). With most bends being safely driven with good visibility, and the tighter ones already having plenty of signage. Including the stretch from Birdlings along Lake Forsyth which is still safe to drive at the Open road Limit as this includes driving to the conditions. Those that want it reduced are ones that see the Limit as a target rather than looking at the conditions, driver education will go a long way there. With there being minimal occasions of tricky conditions (I think this past winter could be counted on one hand) a good targeted signage plan would be the most efficient method. ie only having the signs active at the appropriate times, not displayed all year long. With GSL already out and about keeping an eye on things, this should be easily achievable.</p> <p>Little River: Extend Limits, Retain 60km/hr. Pushing the Thresholds out past the Pub and Marae make sense, as they are important parts of the community and having a better pedestrian link with them would be beneficial. So by lowering the Posted speed to 60 outside these two locations, it would be a step in the right direction. The safety issue on the main street is the drain along the southern side, this is because during the peak times (nice weekends) vehicles park closer to the live lane to allow the passengers to exit the vehicle without falling in the drain, which is not part of your scope. And because of the congestion, traffic naturally slows down to a safe level, hence no need to change the Posted limit through here. (the drain usually only has water when the river has overflowed and is already flowing down the road).</p> <p>Little River to Cooptown: Drop to 70/80km/hr. As mentioned above and below about moving the thresholds for the Marae and Fuel Station this leaves a short (with good visibility) section. But with Church Road intersection halfway along, it seems logical to lower this stretch. It will also allow for better pedestrian connection in the future between these two villages.</p> <p>Cooptown: Extend Limit, Retain 70km/hr. Extend the Threshold to include the Allied Fuel Station. The berms in Cooptown are large allowing for safe passage of pedestrians and horses with the road being straight with good visibility. Almost too good, with often getting passed by people in a hurry. Which would only get worse if the limit was lowered.</p>
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		<p>The Hill: Retain Open road Limit. Once again the road dictates the actual speed so there is no point placing signs for no real reason, as this will lead to driver confusion (therefore more crashes). As mentioned earlier, those that want it reduced are ones that see the Limit as a target rather than driving the road. In the part I drive, there are only two sections that I can get close to the limit. I can by accelerating out of the corner early but there is no point as I then have to brake heavily for the next corner. There are a small number of people who drive the road quicker than normal (both cars and bikes), but they are going to do that regardless of the posted Speed Limit. This is because of all the bends in the road making it enjoyable, and I doubt you will be looking to straighten the road.</p> <p>Around the Bay: As I do not drive this section much, I feel unqualified to comment on it with great certainty. You as part of the process of this review will have driven it more times than I have. Since you would have driven SH75 at different times of the day, different days of the week, different seasons, different conditions (sun/rain etc), rush hour, holidays, etc --> So in Summary: The current situation should be Retained with only minor adjustments to the Thresholds around Little River and Cooptown Also of note; In your document it is mentioned that speed was a factor in crashes, what was not mentioned was the actual speed involved. Because if it was already above the Posted Limit or high in the well signed corners, then reducing the posted limit is going to have zero effect.</p> <p>Also in your document it states 75 fatal/serious injuries (with no breakdown, so assume not many fatalities) over a 10 year period, which is a very low number. As this covers a long stretch of road with high volumes of traffic, including Curletts road with its Motorway on/off roundabouts. Which proves how safe things already are. When speaking to volunteer first responders, they talk about seatbelts, not speed, as factors in fatalities. When trying to look at the Fatal crash data on your website (a very basic level of data with no police reports to indicate what actually happened) for the last 20years between Tai Tapu and Hilltop, each seemed to involve either motorbikes, adverse weather/environment conditions, long weekends/public holidays, etc, i.e. things outside normally operating parameters. Which once again, reducing the posted limit is going to have zero effect.</p>
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Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>What is proposed is ridiculous, stupid, nonsensical - especially reducing limits on the long straights where 100 km/h is perfectly safe; and the twisty sections are self limiting anyway. Don't need more signs every 100m. This will reduce the productivity of this road and harm economic output. The people who cannot drive it competently will still crash; and the cardigan brigade will drive at 70 instead of 80 now., increasing risky overtaking and increasing crash rates. Motorcyclists will ignore the stupid new limits anyway and will occasionally crash. During the week, the people who rely on this road for their livelihoods will be adversely affected. It is simply a waste of money and will cause a lot of unnecessary frustration and economic loss. It smacks of ideologically-driven politics by people who don't or can't use roads. Money would be better spent maintaining the road - the state of maintenance is atrocious as seems to be increasingly the case for the state highway network generally. NZTA should be ashamed of themselves. It is pretty obvious that this is simply a claytons consultation process, and it is a fait accompli. In which case, I bet the crash rates do not change; NZTA's so-called "experts" should put their money where their mouth is and pledge to reverse this stupidity when it makes no significant difference or resign.</p>
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>I struggle to understand how you have come up with the proposed speed restrictions on SH75. The vast majority of respondents including myself have objected to reducing the 100km speed limit from TaiTapu to Little River. You appear to have totally ignored this. This is a wide stretch of road with many straights and well signed bends, and plenty of opportunities for passing. To reduce this long section of road to 80km/hr is ludicrous and without reason. It will significantly reduce journey time for Akaroa/Little River residents who drive to Christchurch. There is no explanation within your document as to why you have chosen this contrary to public opinion. Also you are debating the Takamatua straight speed between 60 and 80Km/hr, when improving visibility and signage in this area would have the desired effect in reducing MVAs. I can live with 80Km/hr from Little River to Akaroa as one rarely exceeds that speed anyway, due to the winding roads and inclines. 40km/hr in Akaroa seems overcautious. What is your justification for this? The 50km/hr should remain...this is safe - I am unaware of speed related incidents within Akaroa township. Unnecessarily reducing speed limits will prove frustrating for many safe drivers. I reiterate what I said in my previous submission that reduction in speed limits will not prevent the minority of idiots from speeding, dangerous driving, taking chances and causing MVAs. This will continue and I would guarantee the changes you are proposing will make no difference to the road toll. I have been § 9(2)(a) in Akaroa for 30 years and have attended many MVAs, majority of which have been caused by dangerous driving, inattention, alcohol. Reducing speed limits would not have prevented the majority of these MVAs. Please leave TaiTapu to Little River at 100km/hr and Akaroa at 50Km/hr. Happy to have Takamatua straight at 80Km/hr pre and post the crossroads.</p>

Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>I have reviewed the proposed changes to the speed limits on State Highway 75. My comments relate only to the section from Halswell to Little River. I have driven this road twice a day for 30+ years. This road is largely capable of supporting a 100Km/h limit if the following changes are made:</p> <ul style="list-style-type: none"> · Yellow 'no passing' lines painted near key intersections such as Duckpond Rd, Motukarara · 80 Km/h from Golf Links Rd intersection to Tai Tapu · 80 Km/h zone at the sharp corners around Ahuriri Lagoon · 80 Km/h zone between Fiddlers Rd intersection and the Gebbies Pass Rd intersection <p>To require vehicles to travel at 80Km/h on the long open straights (with few side roads) that this road provides is counter intuitive and will induce complacency and in some cases aggravation in drivers. I don't believe that road accident casualty statistics in these sections justify making changes to the existing speed limits. If this speed review is really about reducing road maintenance funding (due to the road not having to support 100Km/h speeds) then Waka Kotahi should be transparent about this.</p>
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>I am the developer of the River Stone residential subdivision on Halswell Road, partially consented and under construction. We are working to urbanise the frontage of Halswell Road from the intersection of Glovers Road to 460m south of Candys Road. A new roundabout is proposed at the intersection of Candys Road to assist with traffic movement in and out of the development, Candys Road and safety on the Highway corridor. We are working with Waka Kotahi to provide safe passage for pedestrians and cyclists between Glovers Road and Old Tai Tapu Road with on-road and off-road pathways. The proposed speed limit reduction assumes the current threshold location stays as it is, some 260m south of Candys Road. This is approximately 2/3rds along our frontage and bears no reason other than status quo. The review of speed limits is the opportune time to consider a location change of the threshold further south to be adjacent the southern boundary of the residential development. I submit that the threshold and speed limit change should be some 380m south of Candys Road intersection. This aligns with the last of the residential area. The land between 380m point to 460m point south of Candys Road will be greenspace and stormwater treatment, so will in part be urbanised (plan attached). The attached subdivision plan depicts what is proposed as a layout and currently with Christchurch City Council for consent for later stages and the Candys Road intersection. Also attached is the Outline Development Plan within the Christchurch City Plan, detailing the planned growth and the proposed intersection. I trust a location change of the threshold further south to a point 380m south of Candys Road will be considered favourably, along with a reduction in the speed limit at that point from 100kph to 80kph. *(SEE EMAIL SUBMISSION FOR ATTACHMENTS)</p>
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich	<p>Completely disagree with lowering the speed limit to 80km/h, then to 60 from Cooptown to Duvauchelle. I believe a 100km/hr limit is perfectly safe, with the main issue being slow drivers on the road. If there were passing lanes to get around such drivers it'd lead to a safer road. Idiots will still drive excessively fast</p>

	Quay/Gladstone Quay	regardless of whether the speed limit is 80, 60, or 100km/hr. Therefore I recommend the speed limit stays at 100km/hr outside of towns/settlements, and alternative methods such as passing lanes be considered.
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<p>Organisation</p>	<p>SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay</p>	<p>The Akaroa Ratepayers and Residents Association is an Incorporated Society that has been established to promote the interest and wellbeing of the community in the Akaroa area. This submission is made on behalf of the members of this organisation, and we believe this also represents the general interests of the wider community. We collect the views of our members, and those of the wider community, by holding public meetings and conducting surveys, and talking to people. On two survey occasions, we have specifically asked about the condition of SH75. This submission has been prepared by s 9(2)(a), the President of the Society. We request that we must have direct consultation with NZTA officials, given the importance of this subject to our community.</p> <p>A Significant User Group There are around 1200-1500 residents of Akaroa and the rural parts of the eastern Peninsula, that make up a significant user group for SH75. It is, in effect, the only road that connects the eastern part of Banks Peninsula to the rest of the country. In addition, many people travelling on SH75 are doing so for the purpose of servicing our area, such as Council staff and contractors, tradesmen, couriers, or delivery drivers. It is clear that we have a very large ownership stake in this road. People travelling on the road are entitled to a safe journey, but they will also have reasonable expectations that it be an efficient and expeditious journey. Many people make the journey along SH75 from the Akaroa area to Christchurch, and then return the same day. The objective is to get into the city, conduct whatever business or activities are necessary, and then return home without it being an overly long and tiring affair. It is most important to our user group that we maintain an appropriate level of transport efficiency along this highway.</p> <p>Basic Principle of Road Safety We are all interested in having safe roads. However we are also interested in having a realistic and practical system for achieving that objective. The key objective is that drivers should be both taught and encouraged to drive to the conditions. Instituting a system with an excessive number of speed limit changes does not encourage driving to the conditions – it simply reinforces an idea that the stated limits are more important than common sense. This can become both confusing and distracting, and in practice that can detract from road safety. So despite good intentions, there may be no net improvement in safety. In fact there can be unintended consequences. Drivers may simply become bored driving down long straight roads at the proposed 80 km/hr, with increased likelihood of minds wandering and inattention to traffic conditions¹. In particular, the idea that lower speed limits will make the roads safer is illogical on roads where the natural conditions are such that everybody currently drives below the existing standard speed limit. Community progress is not achieved by making additional rules that only give the illusion of fixing a perceived problem. There may be a minor sense of achievement for some (ie, look we have “done something”) but that is not real progress, and does not take proper account of the negative aspects that result from such actions.</p> <p>The Balance between Risk and Safety Every driver makes a decision regarding speed when approaching a corner, based on their experience, training, judgement and perceptions of risk. They also make such decisions when driving down a straight</p>
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		<p>section of open road, where the posted speed limit is also likely to be a factor to be considered. The largest body of knowledge about what is "safe" in relation to SH 75 is actually held by the drivers of the Akaroa and eastern Peninsula area, many of whom have been regularly using this road for a lifetime. In effect, NZTA is now saying "You have all been making the wrong decisions over the last 50 years". This attitude is simply patronizing and condescending, and the predictable outcome is a mix of frustration and contempt, for both the process in general and NZTA in particular. NZTA have been given the aspirational goal of a "road to zero", that any common-sense person knows can only be achieved with 100% certainty by everybody staying at home. Equally, it is common-sense that if all traffic moved more slowly it is likely that there would be some reduction in injuries and accidents. But there would also be costs involved, time spent unproductively in slow traffic does have real costs involved, both in reduced productivity, time wasted, and the emotional damage from frustration and stress. The solution is to strike the right balance between safety, risk, and costs, just as the driver does when approaching that bend in the road. In the case of the Hilltop road², drivers have already decided that, on balance, 60 km/hr is a sensible speed, so any change in speed limit to be imposed by NZTA is a pointless exercise that will achieve nothing towards safety objectives³.</p> <p>In the case of the road from Tai Tapu to Little River, drivers have clearly decided that the existing 100 km/hr limit is a sensible and safe speed, because that is around the typical vehicle speed that is regularly observed on open sections of the road. NZTA have not produced any serious analysis to support the claims that lower speed limits are necessary, and have not taken account of the costs to the community. The slow-road proposal is primarily an exercise in imposing ideology over common sense, to suit the mission statement of an unaccountable and remote agency. Costs The analysis presented by NZTA takes no real account of the costs to the public, and society in general, of setting unreasonably low speed limits. For example, return trips into Christchurch city will become longer, more tiring and more stressful, and these are negative effects for the individual. There are societal costs in having the public becoming frustrated and annoyed with rules that are seen as unnecessary and unrealistic. This leads to a degraded respect for laws in general, and NZTA in particular. This is clearly a destructive trend; how can a society move forward when the community becomes disaffected, grumpy, and at odds with those that claim to be in "authority". We can also be sure that the cost of almost everything in Akaroa and the eastern Peninsula will increase, due to increased delivery costs and delays. Individual increases will be small, but there will be a real and noticeable cumulative effect. The economy of this area relies on tourism to a large extent, and the restrictive speed limits will make it a somewhat less desirable destination. Fewer visitors will translate into reduced revenue in the local economy. Perhaps an analogy with the building industry is useful. The current widespread bleating with the cost of house building has been caused in large part by excessive requirements for increase site safety, that were put in place over the last 20 years with no proper consideration of the downstream costs to society. So while scaffolding companies have prospered, to give one example, society in general has been made worse-off by the escalating house prices. Speed Data The "average speed" data that has been presented by NZTA suggests a deliberate effort to manipulate information to suit pre-determined objectives. It is stated that it is</p>
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		<p>based on Tom Tom data - a sat-nav system used almost exclusively by tourists who tend to already drive slowly due to unfamiliarity with the area and a holiday approach to the day. No locally based driver uses sat-nav on that road, as it is impossible to get lost. A more honest approach by NZTA would be to present data taken from average speeds recorded for normal traffic on straight sections of the road - that is what any speed limit should logically be based on. We suspect that NZTA have this data but choose not to present it – no doubt it is an inconvenient fact that most local drivers travel at around 4 the 100 km/hr limit on clear sections of the road between Tai Tapu and Little River.</p> <p>Consultation Process</p> <p>People in our area widely regard the consultative processes that are run by local government, and agencies such as NZTA, as a sham. This is unfortunate, but is simply the result of long experience and observations of outside agencies imposing pre-determined outcomes, after putting out a smoke-screen of pretend consultation. There is nothing in the process being currently run by NZTA that suggests that this consultation will be any more meaningful. In particular, the timescale for consultation is far too short, in relation to the significant and long term impact that these proposals will have on our community. The proposals are of real consequence and require community debate, which cannot be meaningfully achieved in a compressed time frame at this time of the year and with Covid restrictions in place. So while NZTA will claim to have been running a consultation process, that is an illusion. Real consultation requires active participation on both sides, deliberation, and unbiased access to all the available facts.</p> <p>Lack of Passing Opportunities</p> <p>The primary issue with SH75 from Little River eastward is the lack of both passing opportunities, and the lack of pull-over areas where slow motorists can reasonably let others pass. This leads to frustration and a consequent reduction in safety. At present it is possible to come up behind a slow driver, and there are plenty of them, somewhere near Little River and still be behind the same vehicle when reaching Akaroa. On that entire 30 km of road there is only one very short “slow vehicle bay”, and very few options where open road passing if possible, if there is even a modest amount of oncoming traffic. We note that NZTA have stated that it is not legally possible to have formal passing lanes anywhere on SH75 due to the road layout, and suggest that a rethink may be appropriate on that subject. On the road from Barrys Bay to Hilltop there are two short sections that were originally designated “passing lanes” but were re-assigned as “slow vehicle bays” several years ago. The road markings changed accordingly so that a motorist is now “guided” to stay in the right hand lane. After this change it was conspicuous that it became more likely that a slow driver would not pull over into the left hand lane. Perhaps nobody really wants to be labelled “slow”. Those “passing opportunities” are now less efficient as a result of that change made by NZTA. We also believe that there are many slower motorists who would like to pull over and let other traffic past, but there are simply very few road-side opportunities to allow them to do so. In some cases this leads to motorists pulling over at locations that are not particularly safe for passing.</p> <p>The Standard of the Hilltop road</p> <p>We have conducted regular opinion surveys of residents in our area, including questions about the Hilltop road, and the key points we have noted are:</p> <ul style="list-style-type: none"> • Typically 75% of respondents rate the standard of the Hilltop road as unacceptable
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		<ul style="list-style-type: none"> • Lack of passing bays and pull-over areas are a major issue • Tour buses are a major issue • Road maintenance is considered to be inadequate • There have never been any comments suggesting speed limits should be changed <p>The overall standard of the highway from Akaroa to Little River has been largely unchanged for at least 30 years. There has been maintenance undertaken that has, on average, maintained the status quo, but there has been almost no work done to improve corners, sightlines, or provide passing opportunities or pull-over areas. In this same time period, the traffic intensity has increased, and in particular there are more heavy vehicles including buses and logging trucks. At the same time, we travel around New Zealand and see many roading upgrades happening in other areas. If NZTA has concerns about the safety of the route, then we believe that the focus should be on improving the standard of the road, rather than lowering speed limits. We are certain that the proposal by NZTA to reduce speed limits is a clear admission of failure. If NZTA chooses to increase the level of safety required then it is in fact their core business to provide a road that meets that standard. The current strategy, of increasing the safety requirement and then downgrading the speed limit until that is achieved, is a deceitful process that is an insult to the community. Visual Pollution and Clutter Excessive speed limit changes result in yet more signs, which simply become a form of visual pollution. Much of the Peninsula values, and earns value from, the slightly wild and untamed nature of the landscape. Degrading that landscape with unnecessary and repetitive signs can be a significant intrusion and problem. This is an area where we have already seen excessive activity and degradation in the last few years. Social Engineering While this discussion involves road safety, it is also part of a wider experiment in social engineering. It is a widely observed fact that governments of all colours have been becoming more controlling, and in some cases repressive, across the world in the last 30 years. There seems to be a trend for those who claim to be in authority to find increased need to control and manage societies at large, and people's actions as individuals. New Zealand is not immune from such thinking. The process includes small lobby groups that infiltrate the magic control circle, and then manage to promote ideology as fact, even when that is contrary to common sense. Ideas become imposed on society that come at a cost to local communities and individuals. The end result is a society that is more managed and controlled. Individuals start to feel increasingly helpless, and the society becomes somewhat pathetic. NZTA has become a small part of this social engineering game, in promoting a go-slow philosophy that is at odds with generations of practical experience, and that fails to take account of the true costs to society. That is reprehensible. Summary Many members of our society are concerned, frustrated and upset by the proposals made by NZTA to reduce speed limits on the Christchurch to Akaroa road. Our members do not believe that NZTA is capable of conducting a fair and meaningful consultation process, or that NZTA has given an serious consideration to the significant impacts that this will have on our community. Our society has never received any feedback or concerns that suggest that speed limits should be lowered on SH75. We believe that the existing speed limits are largely adequate, and continue to encourage motorists to drive to the conditions, noting that this will frequently result in speeds well below</p>
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		<p>current speed limits. The primary problem with the Hilltop road is the lack of passing opportunities, and lack of areas where slow motorists can safely pull over. It is clear that there are many areas where the road could be improved, and this should be the prime focus of NZTA's attention. . It is most important that the journey from Akaroa to Christchurch can continue to be made in an efficient and expeditious manner, and we look forward to direct discussions with NZTA on how this can be achieved.</p> <p>1 Or sleep</p> <p>2 In the local dialect The "Hilltop road" means the section of SH 75 from Barrys Bay to Cooptown</p> <p>3 Drivers already typically drive within a 60 km/hr limit on this road, and putting up more signs will not change that. But it will achieve sign-post pollution, and smugness.</p> <p>4 Or perhaps they travel at slightly over the 100 km/hr limit, in suitable weather conditions</p>
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Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	Fantastic work, totally agree Thank you. It will make the trip much more pleasurable.
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>State Highway 73/75 Christchurch to Akaroa. Q1. Are there any other factors we should consider when making a decision on the speed limit changes proposed?</p> <p>I agree that the speed limit needs to be lowered on this highway.</p> <p>I think you should consider the factor of cyclists on this road. It is highly dangerous for bicycles, especially the narrow, winding road over the hill. Unless cycle lanes can be built, cyclists should not be allowed.</p> <p>Q2. What is your experience of speed and safety through Takamatua Straight and using the intersection?</p> <p>I live on the Takamatua section of the main highway and I know first hand, the excess the speed that motoriss, motorcyclists use to travel this area. It is extremely hard to exit my home and get out onto the highway. It's always a dangerous exercise as visibility is poor and the traffic is so fast. The speed limit should be 60kph from Cooptown to Akaroa.</p> <p>The Takamatua intersection is a dangerous hotspot. I have seen so many near missed and 3 accidents here.</p> <p>State Highway 73/75 Chrsitchurch to Akaroa</p> <p>Q1. Are there any other factors we should consider when making a decision on the speed limit change proposed?</p> <p>I think the speed limit from Halswell to Cooptown should be 80kph and 60kph from Cooptown to Akaroa.</p> <p>Definitely do not increase the speed on the Takamatua Straight. It must be 60kph. There is the very dangerous and complex intersection (there needs to be better road marking here) and there is the old school where Chisnallwood School students camp regularly right on. This main highway stretch near the intersection.</p>
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>Thanks for taking the time to review my submission on the important topic of safety of our roads between Akaroa and Christchurch. As a resident of Pigeon Bay, in the eastern bays of Banks Peninsula, I use portions of the Akaroa to Christchurch Road every day. As business owners, we travel back and forth for supplies as well as providing services to our clients around the Bays, and all the way into town. As parents, we deposit and collect our young family to/from school and after school activities. As local residents, we travel to Akaroa for provisions, to access local services and to catch up with friends. The link in all of this is travel and the safe and efficient use of the roading network. A safe roading network is key for locals and visitors and alike. Without this, the economic lifeblood of the Peninsula is in jeopardy. With the proposed drop in speed limits in portions of the road may see daytrippers from Christchurch viewing the journey as high risk, and opting for alternative, 'safer' locations for a weekend destination. What about the people who need to use the road on a daily basis?</p> <p>Collectively, we are deserving of safer roads (including more passing lanes and good quality roads) not just</p>

		slow roads. Changing speeds is not a solution. Our road needs to be maintained as a key strategic route for Greater Christchurch and the Canterbury region!
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	Dropping the speed limits for state highway 75 is criminal sad and depressing nanny state horse poo. The road drives very well at 100 the biggest problem are bad drivers who refuse to let traffic pass this creating dangerous condition's. The road is very busy and will only be slower and less practical for both residents and industry along the road. Why change something that is not broken to help people who are uncomfortable to drive a normal nz road. I think there should be more passing areas more signs telling people to pull over with traffic behind and a 10000 dollar fine for driving 60 around corners then 100 on straights
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>INTERSECTION OF OLD TAI TAPU RD & SH75. There are two major problems at this intersection. One is a simple engineering issue in that the Orion 11KV power pole (AI992) should be moved at least a metre east so as not to obstruct visibility of vehicles travelling at 100KPH plus on SH75 towards the city. The pole in question has just the three 11 KV wires on it (no complications such as low voltage wires, transformers, fuse assemblies, air break isolators etc). In addition to getting the pole moved by Orion/Connetics I would suggest a short 80KPH "transition zone". The northern end of that 80KPH zone should be where the speed limit currently changes from 100 to 60 KPH near Candys Rd, and the southern end should be at the City/Selwyn boundary where the Halswell River runs under a bridge on SH75. In other words vehicles going into town on SH75 would be obliged to slow down to 80KPH from that bridge near Leadleys Rd, and then slow down again to 60KPH where the current 60KPH limit starts near Candys Rd. These two changes would alleviate much of the Russian roulette currently necessary when joining SH75 from Old Tai Tapu Rd</p> <p>NORTHERN APPROACHES TO TAI TAPU. Historically there have been a number of fatal crashes on SH75 where the road does a few little dog-legs before arriving at Sucklings bridge. An 80KPH transition zone through the dog-leg bits should make that part of SH75 a lot safer. TAI TAPU SOUTHERN SIDE. A short transition zone of say 200 metres at say 80KPH starting at the present 50/100 KPH sign would make sense especially in the to the city direction. LITTLE RIVER. In my experience the current speed limit of 60 KPH through Little River has worked well in general. The ideal solution for Little River would be a return to the old limited speed zone but that doesn't seem to work any longer with yobbos at the wheel. I find that I can drive safely through Little River at 60KPH on most occasions, but I am quite content to slow right down to 20 or 30 KPH in the vicinity of the busy shop on a hot weekend day. COOPTOWN ETC. The existing speed limit entering Cooptown is 70 KPH and I think that is perfectly appropriate for that village. The present speed limit of 100 KPH for the road from Cooptown to Barrys Bay and on to Akaroa is absurdly high given sight line and engineering issues. Perhaps the 70 KPH limit should start at Cooptown and end at the edges of Akaroa. My closing remarks would be to keep it simple, applying realistic speed limits. I would define a "realistic" speed limit as being the speed at which the majority of good experienced drivers choose to drive at.</p>

Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	I strongly oppose an 80km/h speed limit on the above road. This is a good quality road with many long straights and often has low traffic volumes. An 80km/h limit would cause boredom and inattention and be quite unnecessary for most of the year. A compromise solution would be a 90km/h limit over the Christmas holiday period and perhaps summer long weekends.
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>To whom it may concern .</p> <p>We have recently moved from our property in Holmes Bay Pigeon Bay and are renting a property at Ngaio Grove and will be moving to our new home in s 9(2)(a) early next year . I have been driving to town 2-3 times a week for well over 30 years. At the intersection with the Okains Bay Rd and SH75 we appreciate the reduction of speed . The exit from the Okains Bay Rd to SH75 is difficult . We look forward to the improved signage in this area on the SH and along with the reduced speed - 60kms may improve the situation. We would like to submit re State Highway 73/75 and 74 Tai Tapu to Little River it should remain at 100 kms. Through Little River 50kms including to the Marae . We often see events at the Marae and coming out of the reduced speed through Little River as soon as the restrictions are lifted its off at great speed with no respect for the Marae just on the corner. The section Wairewa Marae to Akaroa should be 60kms all the way. The Takamatua intersection SH75 intersection is very similar to the SH 75 Ngaio Grove / Point crossing and should be 60kms through that area .</p> <p>General comments</p> <p>Over recent months we have seen maintenance on the road with a number of improvements . The patch repairs over the years and those that have just been completed do not appear to be very satisfactory - what a mix and all do not last long . A slower speed will improve the damage to the road .Could the recent repairs be evaluated and reports be made available to the community Reducing the speed limit is not going to improve the speed that we see motorbikes speed and pass illegally. They see it as a challenge but it is just not acceptable and we need to see more control of the situation. How many are being caught speeding and are there any reports available . Many thanks for the opportunity to submit . We look forward to the outcome of the consultation and if there are hearings we would appreciate an opportunity to be heard .</p>

Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>State Highway 73/75 Christchurch to Akaroa</p> <p>Q1. Are there any other factors we should consider when making a decision on the speed limit changes proposed?</p> <p>If possible more passing bays, on the road coop town to Hill top + also along the Summit Road,</p> <p>Q2. What is your experience of speed and safety through Takamatua Straight and using the intersection?</p> <p>I usually go along the Summit Road from hill top, so unsure but think the speed limit should still be no more than 60</p> <p>State Highway 73/75 Chrsitchurch to Akaroa</p> <p>Q1. Are there any other factors we should consider when making a decision on the speed limit change proposed?</p> <p>This road - Lyttleton > Governors bay is a favourite for boy racers. The road is narrow, winding and has inany [word] exits - it definitely [word] to drop in speed preferably no more than 60kph</p> <p>So would be preferable.</p>
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>I THOROUGHLY SUPPORT THE REDUCED SPEED LIMITS ON THESES RODS - -ESPECIALLY COOP TOWN TO AKAKROA. THT ROAD IS WINDY NARROW AND USED A LOT BY MOTOR HOMES, CARAVANS AND TRUCKS. 60 KM SHOULD BE THE MAXIMUM LIMIT AT ALL TIMES FOR GENERAL SAFETY,</p>

Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>For the past 30 years we have lived at s 9(2)(a) running a building business along with small scale farming, and travelling to Christchurch and Akaroa several times a week on average. We have read the Have your Say Community Consultation document, the FAQs, the Summary of Community Engagement and the Crash Data information. We note that this supporting information does not provide any cost/benefit analysis for the proposed speed limit reductions. The challenge in deciding safe speed limits for this road is that, while it can be very busy on summer weekends and holidays, it is generally rather quiet when those of us who live and work in the area are going about our day to day business. The effects of increased travel times for commuters, delivery drivers, tradies and those of us have to travel into Christchurch regularly for supplies, entertainment, medical care, etc. would be substantial. As builders we know that buildings costs in Akaroa are already 10% higher than for Christchurch because of travel and transport costs. Striking the right balance between improving safety and avoiding unnecessary cost increases for local businesses and residents must be an important consideration for this review.</p> <p>1. Little River to Akaroa.</p> <p>We support a reduction in the speed limit for this section of SH75. There is no part of this road where 100kph is an appropriate or safe speed. Because most vehicles already travel at slower speed on this road there would be little effect on travel times. We suggest that 60 kph is unnecessarily slow for some parts of this road and that 70kph would be a more appropriate speed limit. It would allow those familiar with the road to go about their daily business efficiently and safely, while also alerting those less familiar that extra care is needed. Importantly it would curtail motorcyclists who currently treat this road as a speedway, while allowing law-abiding motorcyclists to still enjoy the trip. The Christchurch Council City recently introduced a 60 kph limit for Wainui Main Rd (previously 100kph) and we think this has improved driver behaviour on this narrow, winding road. However SH75 cannot be compared to this road, which is very narrow and is maintained to a much lower standard. We do not support a different speed for the so-called Takamatua straight. This is only a very short section of road and a change to the limit, with its associated signage and distraction, is not justified. 30 years of experience tells us that this is a particularly tricky and dangerous section of road – the perception of openness and good visibility is illusory.</p> <p>2. Halswell to Little River</p> <p>We do not support a reduced speed limit of 80 kph for this section of SH75. This would add significantly to travel times and to driver frustration. As described above, many locals travel this road when it is all but empty. We do not agree that that the proposed 80 kph limit is ‘closer to average driving speeds than current speed limits’. We find that unless held up by a slower truck or towing vehicle, most vehicles travel at a steady 100kph on the many straight sections of road, when conditions allow. A reduction to 90 kph would bring all vehicles in line with trucks and towing vehicles, perhaps improving traffic flow and lessening risky overtaking, but 80kph is unnecessarily and unacceptably slow. We support the current 100kph limit. Unlike the Little River to Akaroa section, there are substantial parts of this road where 100kph is safe and appropriate. Having travelled this road regularly for many years, we think that there has been a noticeable improvement in</p>
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		<p>driver behaviour in recent years. We see fewer instances of excessive speed and aggressive driving and overtaking, except in the case of motorcyclists. It may be that driver education initiatives are having an effect. Until the closure of international borders last year, there was a high number of very slow tourist vehicles (not only campervans) on SH75. Erratic driving was common – sudden manoeuvres, vehicles crossing the centreline and weaving all over the road. Improved signage and opportunities for slow vehicles to safely pull over would help with this problem in the future.</p> <p>It is stated in the Have your Say document that ‘inappropriate speed’ is the fourth highest contributing factor in crashes. It is not clear whether ‘inappropriate’ means exceeding the speed limit, or just the wrong speed for the conditions. If the former, will a reduced speed limit make any difference to the behaviour of those who already break the law? The most common factor in crashes is loss of control – usually inappropriate speed by another name, and more importantly speed that may in fact be well below a stated speed limit.</p> <p>In summary</p> <p>We strongly support a reduced speed limit of 70kph for SH75 between Little River and Akaroa. We are strongly opposed to an 80kph speed limit for SH75 between Halswell and Little River. We support the current 100kph limit, along with continuing driver education initiatives and practicable road safety and signage improvements. We think that a blanket reduction to the speed limit is a blunt tool that imposes significant costs on users, and ignores other options to improve road safety. With digital signs now available, we would support a variable speed limit which takes account of busy periods and extreme weather conditions.</p>
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Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>I have the following feedback on the draft proposals on the road between Christchurch and Akaroa.</p> <ol style="list-style-type: none"> 1. At no point can I find any explanation or detail behind the statement that the road is one of the most dangerous in the country. No analysis of which sections are the most problematic, what the accidents are, what time of day they take place, in what conditions , any other circumstances that might point to what is causing the accidents. This feedback is therefore made using a 'common sense' approach rather than as a result of analysis of the history/full facts, which seem to be in short supply. I fear that the consultation process once again appears to many to be a sham and the proposals a foregone conclusion. Speed limits do , statistically, reduce accidents , but not by as much as actually addressing the dangerous aspects of a highway. Indeed at times inappropriate speed limits can lead to more high risk events/accidents. 2. Given that the section of SH75 between Christchurch and Little River is well built , well maintained and with long stretches of straight road suitable for travel at 100 kph , and with well signposted bends it is hard to understand why a change is needed. Indeed change might even be counterproductive , frustrating drivers and leading to foolish behaviour. It will also show a lack of understanding of the road itself , appear insensitive and reduce respect for the NZTA. Many will see it as a fund raiser for government . 3. The section of SH 75 between Little River and Akaroa is very windy, steep where it makes its way from the valley floor up over Hill Top and down again , narrow in places , with unprotected corners , few overtaking opportunities and a potted/bumpy poor road service. It is hard to understand why it still is classified as a SH at all. Yes , a speed limit of 60 kph makes sense , but it will do little to make this section of the road more safe since people already drive quite steadily . The dangerous, high risk moments / events the I have witnessed are when drivers get frustrated crawling behind a coach or truck and make a dangerous overtaking move; Or when a coach or large truck cross the centre line when taking one of the sharp / blind bends and are at risk of colliding head on with vehicles coming the other way. Neither of these problems are going to be much improved by introducing a speed limit. The road needs to be declassified or upgraded (not constantly tinkered with) to meet the standards of a modern highway. 4. The speed limits through the villages/built up areas appear sensible.
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Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>Thank you for the opportunity to submit and comment on the proposed changes. Firstly a general comment that lowering speed limits always avoids deaths and major injuries. Yes, I agree that in many instances that is undoubtedly correct but in many instances all it does is create frustration for the average commuter and risky overtaking behaviour. Where motorists believe the limits are unrealistic and unnecessary they almost always (understandably) ignore them - so it takes a lot of unnecessary policing (diverting away from more productive policing) to enforce. I believe that is the most important factor when considering these reductions - are they reasonable? I note you refer to motorcyclist accidents but surely one would address that particular sector rather than a blanket restriction. I admit I am not that familiar with the whole route from Halswell to Akaroa but I certainly believe that it is unnecessary and impracticable from Halswell to Tai Tapu where I do have experience and local knowledge.</p> <p>A relatively straight road - so please just leave it at 100km. I don't have sufficient experience on other sections to comment. I recently submitted (unfortunately belatedly to the Ashburton District Council) on the 50kph reduction (from 70) for about a kilometre out the Maronan Road at Tinwald. This again, I believe, is an over-reaction to a low traffic environment - no previous accidents - not properly researched - impractical and just frustrates motorists. I understand that was an ADC restriction (not NZTA) but it just illustrates the need for consultation and real consideration of local experience in any changes. Thanks again for the opportunity to comment – but please give serious consideration to submissions or else the opportunity is pointless.</p>
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>I am not providing feedback on the following items/locations:</p> <ul style="list-style-type: none"> - variable speed limits at schools - Little River - Wairewa Marae - Takamatua straight - township entrance upgrades <p>I do not agree with the proposal to reduce the speed limit for the road section between Halswell and Cooptown (excluding the above locations) from 100km/hr to 80km/hr.</p> <p>I regularly drive this section of road and have experienced no problems maintaining a safe speed and incident free journeys.</p> <p>There is a problem with slow moving traffic, particularly on weekends (towing vehicles, campervans, etc) and drivers who are not familiar with the road. It is necessary to allow overtaking in the appropriate places with straights and good visibility - BEFORE hitting the hills. This would be impossible at the proposed new limits.</p> <p>I would suggest more effective improvements could be made to allow safe overtaking opportunities along these straights and, where possible, on the hills. The current slow traffic lanes are very short and could do with earlier, more clear/instructive signposting (e.g. "Traffic behind you? Let it pass, move left ahead").</p>

Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	Hello As frequent travellers on this road to visit family who reside in Barrys Bay we support the lowering of the speed limit on the CoopTown to Duvauchelle part of the highway. WE DO NOT support the lowering of the speed limit from Tai Tapu to Little River, this part of the road is fine to travel at 100 km/hr on as long as you are driving to the conditions on the day. Lowering the limit on this stretch of roading would make this journey so long and painful, it is fine as it is.
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	Hi, I am in my 85th year, lived in Akaroa all my life and have driven that road from when it was metalled right through to the outskirts of Christchurch. The biggest hazard then was flying stones and clouds of dust. The hill road wound its way through every gully as making a 'cutting' or 'filling' was outside the capabilities of manpower and machinery at that time. The road was "straightened" in the early 1950s and sealed. Traffic was light and cars performance was well below the high tech and high performers of today. In this age cars are part of the work ethic of people who have 'places to go and things to do' in vehicles that suit that purpose. Slow traffic such as tourist buses, camper vans and goods vehicles are a big problem on a road where safe passing places are scarce. S H 75 is the means to get to Christchurch for many people who live on Banks Peninsula. The road needs to be made safe by repairing its surface and installing passing bays especially on the hill from Little River to Akaroa.. Tourists in large buses and camper vans, (sometimes in convoy) are an invitation for frustrated motorists to take risks. All this would be overcome with spending some money. Reducing the speed limit to 80 kph is a copout for doing this.
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	Hi I would like to support the proposed reduction in speeds.

<p>Organisation</p>	<p>SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay</p>	<p>The Road Transport Association of New Zealand Inc. (RTANZ) welcomes the opportunity to make a submission on the Safe Network Programme – proposed Safer Speed limit Changes SH73/SH75 Christchurch to Akaroa and SH74 Norwich and Gladstone Quay Lyttelton. We offer the following comments on behalf of our membership regarding the notification of these speed changes sent to us, which we have forwarded to our members for comment. The comments provided should be considered within this submission, on the Waka Kotahi NZ Transport Agency (NZTA) direction, currently identifying roads where reviewing speed limits could make a big difference in preventing deaths and serious injuries, and where Waka Kotahi NZTA states that communities are calling for change. Waka Kotahi NZTA has also stated that it has been speaking with the community, local businesses, and other key organisations about making these changes between Christchurch and Akaroa, as well as Lyttelton safer. We will provide a brief summary of some of our concerns, including what we see as an alternative to those changes you have proposed as part of your consultation with local transport businesses, in the region and the contents of the programme. Our intention is to highlight those areas that we believe require a greater focus to meet the needs of all road users on the network, with a particular focus on the needs of our members – those engaged in freight activities and tasks</p> <p>01. Our Vision</p> <p>We agree that there is a need for a Safe System Approach, and as an industry we support looking at methodologies to find a way to lower the death toll on New Zealand roads. All options proposed should be given a fair hearing, rather than targeting blanket speed changes, as these will have a major impact on the transport industry, associated businesses, and the wider community. Any system that is introduced should be evidenced-based, not purely on assumptions, and not based on the belief that lowering speed will be the only way to save lives. SH73/75 between Christchurch and Akaroa supports heavy vehicles providing goods and services; light vehicles providing trade services; passenger services; cars and tourists, with no other support provided such as rail. Our vision is to grow our businesses, provide a better service by lessening the number of heavy vehicles, improving truck fleets with modern up-to-date technology, using safer vehicles, and increasing productivity. Other funding considerations should be considered: particularly to drive a meaningful change in driver training; more passing lanes; a better licensing structure; and a better way to address this issue. This can be achieved by better roading improvement policies, improvements to our roading structure, and utilising the RUC tax collection to maintain these options.</p> <p>02. Purpose and Scope of the NZ Transport Agency Safe Network Programme – SH73/75 Speed Review</p> <p>We acknowledge the work of Waka Kotahi NZTA Safe Network Programme, by investigating safety improvements to prevent people from dying or being seriously injured in vehicles. Their sole focus is to reduce speed limits, stating that these changes will save lives, that it will be safe for users, and is appropriate for these roads. There are numerous communities and two schools on SH75, it is popular with cyclists, motor cyclist, busy with freight and commuters, and there are school children and others crossing this road within a 60kph environment, which most State Highways covering the whole of New Zealand would be subjected to. Accordingly, the community does not feel safe with the current speed limits along this route and therefore</p>
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		<p>Waka Kotahi NZTA is now proposing such changes, obviously, the transport industry would support any speed reduction where schools and their children are at risk, which will have a major impact on the roading dynamics. However, some changes we would be suggesting, are far more reaching when it affects the productivity of our industry but are still in line with the road safety concerns, that Waka Kotahi NZTA are seeking. For example, the industry has consistently supported a 90kph limit, as most of our heavy vehicles travel between 87kph - 89kph, which is their economical speed to the load being carried. We also note that in many cases, a 60kph limit is placed across the hill climbs on State Highways, where there are winding corners, which does not allow for the weight being carrier and the gear in which a heavy vehicle needs to be in, for the climb. Most heavy vehicle will find their own momentum ratio, which would be in the 70kph bracket without holding up those motorists following. Being subjected to 60kph, a heavy vehicle will lose their momentum, thus holding their own at around 45kph – 50kph and we have then experienced impatient drivers making illegal passes, on many occasions. This is one of the most unsafe manoeuvres, truck drivers are coping with on a daily basis.</p> <p>Below is the table the Waka Kotahi NZ Transport Agency has provided indicating proposed changes. Speed limit proposals for State Highway 73/75 Christchurch to Akaroa Location State highway Description Current speed limit (km/h) Proposed speed (km/h) Average speed (km/h)</p> <p>*(SEE EMAIL SUBMISSION FOR TABLE ON SPEED LIMIT CHANGES)</p> <p>Speed Limit Changes The RTANZ has looked at all the factors, including the documented statistics, for the number of fatal crashes across this section of roading from 2011 to 2020. There are very few of these accidents, which have been identified, were necessarily caused by excessive speeds. Reducing speed limits will not stop crashes resulting from excess alcohol, fatigue, the use of cell phones, or otherwise being distracted at the wheel. Too often we are advised that due to these fatal road crashes, there is a need to lower the speed. RTANZ has no issue around putting speed restrictions around identified black spots. We will always fully support the lowering of speed limits around school zones or built-up areas but see no strong need for any changes to the open road section of this state highway.</p> <p>Road Safety There is an expectation that the State Highways will be maintained and repaired throughout its lifetime. We cannot keep changing the road speeds, with the view that this will save lives, or that Waka Kotahi NZTA state, that serious injuries will be far less with lower speed. That may be the case, however there are many accidents occurring that are not speed related. The RTANZ believe that there is a need for more driver training and education, changes in attitudes, continuous upskilling and testing on a regular basis, such as at every licence renewal period of 10 years, to increase and improve driver behaviour. With all the speed changes and infrastructure being presently upgraded, this has not lowered the death rate of 270 so far this year. Our lowest</p>
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		<p>being 261 in 2020, however the lockdown period kept many off the roads, which means there will need to be a massive culture change by drivers if sadly, the road to zero in going to be successful.</p> <p>Freight</p> <p>Increased travel times and poor reliability has a severe impact on the freight industry. The loss of productivity would obviously have a major impact on employment and the regional economy. Overall congestion will worsen through both the morning and evening peak travel periods, and as these periods get progressively longer, they will encroach more and more into travel time, which will further impede freight movements.</p> <p>04. Addressing the SH 73/75 and SH74 Christchurch to Akaroa and Norwich to Gladstone Quay Lyttelton</p> <p>Challenges Overall</p> <p>We have looked at the complete route and are voicing our strong recommendations to the proposed speed changes, on the grounds that we do support most of the areas identified for changes, however we have already experienced some of the problems that these changes create, such as driver frustrations, increased traffic congestion, people taking more than normal risks, fatigued drivers becoming more erratic – all contributing factors to accidents. Regardless of whether the speed is 100kph or 80kph, passing speeds are increased to ensure the manoeuvrability and frustrated drivers put others at risk. The RTANZ supports Waka Kotahi NZTA in a Rollover Prevention Presentations, to our heavy vehicle drivers and to date we have completed over 150 courses and within the top of the South Island Region, having trained some 7,000 drivers. This training is free for any road transport operator throughout New Zealand and is a proven methodology to change bad cultures and driving habits. Although the RTANZ has supported some of the changes, we have given Waka Kotahi NZTA some advice on other changes from experience we have gained by professionally utilising these roads. We have utilised the same chart to ensure clarity as to how we see possible changes.</p>
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Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>State Highway 73/75 Christchurch to Akaroa</p> <p>Q1. Are there are any other factors we should consider when making a decision on the speed limit changes proposed?</p> <p>I have the same views as my first submission, but now plead with you: DO NOT make the road from Little River to Halswell with the exemption of Tai Tapu built up area, 80km please leave it at 100km: Take into account the regular users on that road and the commuters - Don't penilise us In your statistics what was the percentage of those users in your accidents incidents?</p> <p>Q2. What is your experience of speed and safety through Takamatua Straight and using the intersection? Know this area is now being used more from residents on both sides of the highway but does cause frustrations with slow vehicles - is there not room for a slow lane heading into Akaroa and extension on the left over the bridge headinh away from Akaroa, especially a seated area to allow pull over space</p>
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>We have lived at s 9(2)(a) (State Highway 75) since early 2006. We live on a sharp bend on the Highway and there have been several dangerous road accidents on our stretch of the Highway since we have been here. The volume and the speed of traffic has increased considerably over the last few years and a lot of the endless stream of traffic including logging trucks are driving past our entrance way extremely fast. It is potentially very dangerous for anyone driving into or out of our drive. It is also dangerous for people walking along beside the Highway in our area. Even roadworkers and truckdrivers have regularly expressed their concerns to us. Everyone sees the problem is that a lot of the traffic is going far too fast past our driveway. When you drive north heading out of Tai Tapu after the bridge there is a big sign saying '100 km speed limit'. This does not make sense when you consider the bends in the Highway and the several exits onto the Highway in the space of the next km. Just south of us there is 65km sign on the opposite side of the Highway but people are still having accidents. I think the whole speed limit in the area should be reduced to 50km on both sides of the Highway as soon as possible, before there is another serious accident. The road markers are regularly getting wrecked by people driving past too fast. Fences are getting wrecked on a regular basis by cars driving into them and our letterbox has been driven into several times. If you would like to visit and assess the situation please get in touch. I would be happy to point out the current issues we are having with traffic. We have helped attend to people at several accidents near our driveway over the years. It is a huge concern and we believe the issues need addressing immediately.</p>

Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>Regarding the proposals in the Safe speed review - Christchurch to Akaroa, and Lyttelton (SH73/75, SH74) I would like to make the following points</p> <ol style="list-style-type: none"> 1. As an occasional driver of the whole route and a regular Ebike user of a short stretch in Halswell, I fully support the proposed speed changes which in my view are long overdue. 2. I have placed a specific comment on the map at the Candy's road turning, which I have found particularly hazardous on my Ebike due to the high speed at which vehicles on SH75 are travelling when passing this junction. 3. Having spent 25 years driving in NZ and about 20 years in other parts of the world, I have always been astonished that an open road speed limit of 100km/hr has been applied to many narrow, twisting and clearly dangerous sections of highway throughout the country. The statistics of fatalities and serious injury on SH75 & SH74 over the past decade I found both shocking but not unsurprising, as I had always felt the speed limits were set far too high for safety. 4. While NZ drivers are taught to drive to the conditions and the speed limit is supposed to be considered only as the recommended maximum speed, it has often struck me that many tourists and residents from overseas may see the speed limit as been an indication of a maximum speed that they can safely maintain at any time. 5. Norway, a country with a similar population to NZ and with a challenging climate and terrain has a annual road toll typically about one third that of NZ. While there are several factors explaining their lower road toll such as a zero alcohol limit, better safety engineering on roads etc. the fact they have an open road speed limit of 80km on rural roads, is possibly the most important factor. 6. The one additional benefit I didn't see mention of in the review document was the reduced fuel consumption and carbon dioxide emissions that will result from lowering the speed limits (or did I miss something?)
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>I am alarmed to think the speed limit would be reduced to 80 Km on several of the long straights between Halswell and Little River. This will leave drivers extremely frustrated and inattentive and thus not stop the road toll. A more suitable speed limit would be 90km. Please consider a more appropriate speed limit. The Takamatua Straight to Akaroa needs to be at least 80km for cars to get up the hill without lugging through the gears especially with a load on. I fully support an 80km speed limit in this zone. Whenever I have visited Takamatua I have had no difficulty rejoining the main road as the main road is straight with plenty of vision in either direction.</p>
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>I would like to support speeds from Christchurch to Akaroa be reduced as it is a very risky area.</p>

Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>State Highway 73/75 Christchurch to Akaroa</p> <p>Q1. Are there any other factors we should consider when making a decision on the speed limit changes proposed?</p> <p>At holiday times and over summer lots of vehicles are towing boats, caravans or camper vans. They are travelling slower anyway. Cars and other users should have safe opportunities to pass on this road. There are no passing lanes or slow traffic bays. There should be. Creating long lines of slow traffic creates impatience and lack of concentration. Speed limits won't make it safer.</p> <p>Q2. What is your experience of speed and safety through Takamatua Straight and using the intersection?</p> <p>It's fine. Very few people use the valley roads. Most accidents happen when one of the vehicles takes a risk - trying to overtake or hasn't seen the other vehicle. Improve signs and insist on all vehicles driving with daytime lights would be better than slowing down everyone. Target the culprits!! Speed doesn't kill on its own. Bad driving does - Ignoring signs, tiredness, distraction.</p>
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>I travel this road everyday to work and enjoy the current speed limit. The flow is just comfortable and would be so annoying at a reduced speed of 80km. There is no need to change what works well. Please consider leaving things as they are!!</p>
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>I am a resident of Little River and commute daily to ChCh for work. I am very concerned about the proposed speed limit changes on the road between Little River and Halswell.</p> <p>I do however agree that something has to change to reduce the likelihood of further accidents. The road surface is a big issue, it is appalling, and dangerous to everyone using it. Motorbikes are extremely vulnerable to shingle on the road, and continually changing road surface, and this stretch of road is like patchwork, especially between Motukarara and Little River. I would like to see money invested on the road surface, creating a smooth road not a band aid here and there. Passing lanes would allow drivers who prefer to travel at less than the speed limit the opportunity to pull over safely.</p> <p>A compromise could be to lower the speed limit to 90km/hr, but any more than that would have the opposite effect, causing a lack of attention, fatigue and frustrated drivers opting to make unsafe passing maneuvers. I hope this proposal has some consideration for the majority of our community not wanting this change.</p>

Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>I have concerns in regards to the road speed changes on State Highway 75 Christchurch to Akaroa, they are as follows:</p> <ul style="list-style-type: none"> - there will be a lack of tourists(locally based people) driving to Akaroa as it will take twice as long - the open road would be 80kms, this doesn't make any difference to the people that like to speed, they will still do their 120kmph or more. - if anything it's the old people on the road doing 60kmph that are more of a problem as this is what I encounter nearly ever time I go out the family farm. - how many people have been killed or hurt in the last 2 years since our borders have been closed? Just because they have an overseas drivers license doesn't mean they know how to drive on the open road, most of them have on ever driven in the city. <p>Changing the speed limit is not going to make a difference to those that speed.</p>
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>State Highway 73/75 Christchurch to Akaroa</p> <p>Q1. Are there any other factors we should consider when making a decision on the speed limit changes proposed?</p> <p>I think reducing road speed to 80km/hr is not a good idea. Putting in a passing lane would be better but suspect reducing road limit is cheaper so the reason for the reduction. Or more signage to alert to dangerous parts and to alert when is a good time to pass or not. Agree to lowering of speed limit through Little River.</p> <p>Q2. What is your experience of speed and safety through Takamatua Straight and using the intersection?</p> <p>Has been made clearer with recent tree clearing. Very hard to get up to 100k/hr even with a head/tail wind as isn't the road length. Motorcyclists are the worst for speeding down that road.</p>

Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>As requested, I am submitting on the proposed changes to the speed limits on the Christchurch to Akaroa Road. Firstly, let me begin by saying that I am gravely concerned that the consultation process is a complete waste of time, a total “sham”, as it’s become very apparent from the information we are receiving and after reading what is now posted on the Waka Kotahi NZTA (WKNZTA) website, that WKNZTA have already made their minds up as to what will be the outcome of the process, and are therefore showing total disregard for the “majority” of submissions received that oppose the “blanket” speed reductions. Your own information states that 50% of the submissions opposed the speed reductions, and a further 33% of the submissions were mixed (opposing blanket speed reductions but supporting speed reductions in certain areas), so it is therefore a reasonable proposition to state that 83% of the submissions opposed the WKNZTA proposals. On a personal note, I certainly don’t oppose reasonable and well-reasoned proposals (i.e. extending the current 60km/hr speed limit through from Little River towards Cooptown past the marae, but the blanket speed reductions in particular on the road from Tai Tapu to Little River, these are simply unacceptable. The whole focus of WKNZTA’s proposal is that WKNZTA are signed up to the “Road to Zero” policy, a policy with honourable intentions, but like lots of “feel good” policies, totally unachievable unless we totally abandon transport options altogether and once again walk everywhere. Even the horse as a mode of transport poses significant risk, possibly I suggest an even a greater risk to life and limb than the motor vehicle. The Road to Zero policy is we are informed based upon the “Vision Zero philosophy, that no loss of life is acceptable. The Vision Zero policy recognised that the roading system must also be designed to protect us. It also specifically refers to the fact that sustained investment in infrastructure improvements and effective enforcement, alongside safer speeds, safer vehicles, and deterring high-risk behaviours. It is apparent from the WKNZTA website information posted that the whole focus is reducing the speed limits, there is it appears no immediate desire to undertake significant infrastructure improvements to bring this highway up to an acceptable level. James Caygill of WKNZTA has been quoted as saying “a general rule says that a 5% decrease in average speed leads to approximately a 10% decrease in all injury crashes and a 20% decrease in fatal crashes. If this is the case, then why not drop the speed limit by 50% (10 times the 5% decrease in the “general rule”) to 50km/hr, as this would reduce injury crashes by 100% and fatal crashes by 200%. All of a sudden, Mr Caygill’s statement is shown to be lacking in substance. Effective enforcement is also listed as an option. This also won’t happen to the levels necessary to ensure a significant reduction in accidents, the NZ Police don’t have enough resources at the moment to undertake policing of major crime, to think otherwise is beyond foolish. Whilst the modelling says that an annual 25% increase in national road funding is necessary (plus inflation), this appears highly unlikely that sustained funding increases will be a government policy as covid19 related national debt issues (and subsequent repayment), and budgetary pressure from other sectors (education, police, climate change policy etc) will ensure that this won’t be achieved. The design and state of our roads is a clear reflection on lack of past investment and budget restraints. It is also quite clear that the majority of the submissions made it very clear to WKNZTA that the submitters believed that the issues with the road and subsequent crash statistics are relating to design and structure and repair, with lost control on a bend representing the highest crash statistics</p>
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		<p>contributing factor, but as per the WKNZTA posted in “4. Some responses to feedback”, this road is a very low priority for significant upgrading due to its “low traffic volumes” the likelihood of funding is low, so this immediately shows that the WKNZTA Road to Zero policy has significant restraints due to funding AND WKNZTA are not prioritizing funding based upon “no loss of life is acceptable”, the policy is therefore designed to be yet another failure! When you review the Crash Data supplied, Table 2, inappropriate speed is only listed as 7.5% of all crash data, whereas failure to give way is 8.4%, alcohol and drugs is 7.6%. If we then concentrate on the two major categories Fatal and Serious Injury (which are the two categories of real concern), Alcohol and Drugs represents the major contributing factor with 20.18%, inappropriate speed is only listed as 13.76%. Even if the proposed reduction of the speed limit to 80km/hr did reduce inappropriate speed related Fatal and Serious Injury major contributing factors by say 50% (this corresponds to an actual potential reduction of 6.88% of contribution factors), AND concentrating on the speed categories ABOVE 80km/hr in the chart “Table 1”, (we can assume that all other categories will be unaffected), so with 64 crashes, a 6.88% reduction will only result in 4.4 less crashes. If we concentrate on Fatal Crash Statistics above 80km/hr (a total of 8), then this is a reduction of 0.5 crashes, totally insignificant. To believe that a reduction of the speed limit to 80km/hr will eliminate all crashes above 80km/hr would show a complete lack of understanding and common sense, as you will simply not get 100% compliance with the blanket speed reduction. Alcohol and drug affected drivers which make up the most significant category won’t be complying with the road signs, they will be lucky if they can even see them! We have not been provided with any form of cost/benefit economic analysis to support WKNZTA’s position, rather we are just being supplied with WKNZTA “spin”. Where are the figures for the potential economic impacts to the Akaroa community from longer transit times, i.e. the increased cost of goods and services due to an increase in transport times, (a 10% increase in transit time = a “\$” increase in the actual expense incurred by a consumer employing a Christchurch based tradesman, whom generally charge travel based upon time incurred). This economic data needs to be calculated over the same time period as the crash statistics supplied, 9 years. None of this has been supplied. In summary, WKNZTA, looking at the factors and being realistic re compliance with the proposed blanket speed reductions proposed, therefore are proposing a reduction of the blanket speed limit to 80km/hr on the road from Tai Tapu to Little River to reduce fatal crashes by potentially less than 1 crash over a time period of approximately 9 years!! Even being generous and saying WKNZTA get a 25% reduction in fatal and serious injury accidents at speeds above 80km/hr, that is only a reduction of 2 accidents over 9 years! I suggest that a cost benefit analysis would show that WKNZTA’s proposed blanket speed reductions were unsustainable economically. Possibly that’s why they either have not been undertaken or have not been released from comment.</p>
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Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>I have just seen the proposed speed limit change for state highway 75. I work around banks peninsula regularly and run a painting business. I travel from Christchurch through Tai Tapu, then onto little river most weeks. This speed change is going to add more time onto my working hours, and also cost me more money when I send staff there. We charge customers hourly, also we charge them travel. This will increase costs to our quote making it more expensive for residents to find workers or costing us business due to increased prices. This won't only affect me as a business, but will affect most residents looking for tradies. It is hard to find trades people in banks peninsula because so many travel from Christchurch. The cost of extra time will be added to the customers quote, making it more expensive to get someone to do work. Not only that, it could add such a large amount of time onto the trade person's day, that we wouldn't want to make the commute. We would rather find work in Christchurch as opposed to working around banks peninsula. Please consider this as it's not just a speed limit change but and economic one for banks peninsula communities and Christchurch businesses. With examples such as couriers, freight workers and also people day tripping to Akaroa, people won't want to make the commute as it'll now take them double the time to get to Akaroa. It'll stop people going there and spending money in the isolated township. I have spoken to many tradies since I have heard about the speed limit changes and they all said I will not be looking for work around Akaroa as it's not viable if the speed is reduced. As a frequent commuter over the Akaroa Hill. It isn't the speed that is the problem, it is the lack of skilled drivers or tourists not knowing the road. Every crash I have seen or driven past on the hill it is due to a 35 corner being taken too fast, which will likely still happen if the speed on the hill is reduced to 60kph, also people getting frustrated following slow drivers and make an impatient overtake, which will also happen if it goes to to 60kph. I imagine we'd see more wreckless driving from impatient drivers during the summer months, this is why the hill should be left at 100 and put more passing lanes in or as there is not much space to create new road, simply even stopping bays so that slow drivers can stop to let the traffic they are holding up through. The 80kph zone will be the same, the only thing that will increase are speeding fines as the diamond harbour community are finding out. The speed limit change has no logical reasoning behind it. It should come down to driver training and making the road safer with passing lanes and better road quality, not loose chip seal that disintegrates under the weight of vehicles. The focus should be on the real problem, improving driver competence, rather than opting for the cheapest option that isn't even going to help and has greater flow on effects to communities, individuals and businesses.</p>
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<p>Organisation</p>	<p>SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay</p>	<p>I am emailing you on behalf of the undersigned being Ngaio Point Estate, Totara Drive, Ngaio Point, and Ngaio Grove and residents on the outcome of the SH75 speed review. We support the proposed restrictions from Little River to Akaroa, however the reduction for the sections from Halswell to Little River from 100kph to the proposed 80kph has found little favour amongst our community and from feedback from the general Akaroa community and surrounding areas who are regular users of this Highway. As stated in our original submission we support the retention of 100kph speed limit TaiTapu to Little River and the construction of "Slow Vehicle Stopping Bays" to allow slow vehicles to pull over and let the traffic being held up pass. There are a number of these areas partly constructed and maybe the extension of an area adjacent to farmers gateway entrances would reduce the cost to NZTA along with signage so all motorists are aware what a slow vehicle is doing as they pull off. These stopping bays are common in other parts of the South Island and New Zealand so would be an advantage to the section of SH75 under review so why are these facilities not being considered? The road to Akaroa has a tragically uneven surface but those that use it every day know where the poorly maintained sections are and drive accordingly. The suggestion that speed limits be dropped for safety bids inquiry. There are many other means by which greater safety could be achieved but not as cheaply as simply changing the speed signs. It is publicised from time to time that for every fatal accident the cost to NZ Inc is approximately \$5m, a huge cost to society without including the cost of trauma to family and friends but speed is not the main factor that causes motor accidents. Whenever a fatality occurs the serious accident investigation unit carry out an investigation that includes road conditions, vehicle mechanical condition and driver which includes health, fatigue and if any other factor such as cellphone use or other distraction immediately prior to the accident is a factor. The major factor contributing in any accident is the driver, seldom is the mechanical condition of the car the cause, yes it may have a bald tyre, no current WOF but the driver should know this before use of the said vehicle, the weather may affect the road condition but again the driver should drive to the conditions. This brings us to driver training a subject that will take pages of explanation but in short, a person in New Zealand can obtain a driver's licence at age 18 through the graduated process but never leave an urban area where the maximum speed maybe no more than 60kph, then never have their driving ability checked until they are 75years of age. After being issued with a licence a new driver can then drive immediately on the open road at 100kph on NZ's poor-quality roads without any further instruction or training until they are 75years of age. Here in lies Waka Kotahi largest issue but they appear to bury their head in the sand and not require drivers to have open road driving with an instructor pre-licence issue nor any training or refresher for a life time. Imagine if all drivers had open road training before they obtain a licence and every ten years on licence renewal how many lives this could save, let's say 10 lives per annum that's \$50m on the above \$5m per accident, that could all go to driver training and in 10years 20 lives may have been saved and the numbers ramp up. Waka Kotahi quote in their publicity program "Road to Zero" around speed and accidents that they are attempting to achieve, lowering the speed limit is a short-sited attempt at this and will create more frustration than good on SH75.</p> <p>Personal Experience</p>
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		<p>5th November 2021 9.30 am travelling between Little River and Tai Tapu at a distance of approx. 50mtrs behind a car at 95kph on a straight section of the road the car slowly veered off the sealed road onto the grass then quickly turned right missing a concrete bridge abutment by a few metres on out into the centre of the road just as another car passed it. It was a fine morning, road was perfectly dry, it appeared the car was not at fault as once back under control speed on into the distance, therefore it was the driver at fault for whatever reason, the speed of the car was not a factor as the same outcome would have been at 80kph 3rd December 9.40am on a new section of re sealed road under a 50kph speed restriction I was passed by a motorcar travelling in the same direction as us at what I would guess somewhere between 60 and 70kph spraying our vehicle with shingle. What caused our vehicle being sprayed with loose gravel, not the weather, not the car it could only be the driver. My point here is reducing the speed limit to 80kph on this section of road will not change driver behaviour, driver training will make a difference.</p> <p>Road Upgrade and Maintenance Funding</p> <p>It is stated within the Waka Kotahi information that funding for new roading project's is often not available, can I suggest you look outside the square within Government resources, as recently it has been published in the media that a private NZ Company being the TR Group a truck lease and rental company have purchased twenty new Hydrogen powered Trucks and the Government are providing \$6m to set up refuelling facilities within the main arterial routes in the North Island with funding from The Covid Recovery Fund and EECA. From that it appears to me that you should be applying for funds from the Covid Recovery Fund to install a number of slow vehicles stopping bays on SH75.</p> <p>In Summary</p> <p>As stated in our original submission we support the retention of 100kph speed limit TaiTapu to Little River and the construction of "Slow Vehicle Stopping Bays" to allow slow vehicles to pull over and let the traffic being held up pass. There are a number of these areas partly constructed and maybe the extension of an area adjacent to farmers gateway entrances would reduce the cost to NZTA along with signage so all motorists are aware what a slow vehicle is doing as they pull off. These stopping bays are common in other parts of the South Island and New Zealand so would be an advantage to the section of SH75 under review.</p> <p>It is time that Waka Kotahi reviewed the Driver Licence criteria to include Hiway driving prior to licence issuing and a review every ten years. This speed review if it implements the 80kph Tai Tapu to Little River is an indictment on the competent drivers who use this road in favour of a small minority of incompetent road users who create accidents and injure or kill others, Waka Kotahi are putting the Ambulance at the bottom of the cliff instead of ensuring 99% of drivers are trained to drive to the conditions just like 90% + are now realising they will require a double Covid Vaccination to allow travel NZ and worldwide. Representatives of our group are available to discuss any aspect of the SH75 Speed review at a time convenient with Waka Kotahi should this be possible. [LIST OF RESIDENTS WHO SUPPORT THE SUBMISSION ATTACHED TO THE EMAIL]</p>
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Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	While we are not overly concerned with the proposed speed limits on Banks Peninsula, the reduction to 80 kms/hr for the Christchurch to Little River section of highway 75 is just bloody stupid!!
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	I am against the proposed changes to decreasing the speed limit to 80km on SH75/73 and Kaituna Valley Road to 60km. How many fatal accidents were on the Kaituna Valley Road in the last 10 years? 60km/hr on Kaituna Valley Road is being like in a nanny state. The speed limit should remain the same. I would accept 90km on both roads. The highway 75 has long straights, with corners well signposted to recommended safe speed limits. Should be safe to travel at these speed limits. There a lot of trade and professional people that use the highway to travel to work jobs on the peninsula. The extra traveling time will make their work more expensive and longer to complete. CityCare and CCC vehicles will have to slow down as most pass me at 100km an hour, as most other vehicles do. The same will apply to them, their work will take longer to complete. Their should be a slow passing area at the Birdlings Flat turn off to let slow traffic pull over like on the Hilltop road up and down. You say it is a remote area for policing. I don't think so in todays modern times with the traffic control cars they have for their use. Accidents will still happen whether the speed limit is 60,70,80or 90 km /hr. The main cause of accidents is inattention. not traveling to the speed limit or road conditions at the time or human error. You will still get idiots driving on the road. There fore i think the speed limit should remain at 100km/hr. Their will still be accidents at what ever speed limit their is. We have all watched the maintenance on this road surface deteriorate over the years with endless patches on patches – band aids over poorly maintained roads! NZTA has said they will replace 30kms of road surface over the next 3 years on State highway 75. But when asked for a time lines and map of areas that will be improved, they have not supplied this information. Some of the repair work is of poor standard by the contractors. Looks like another cheap option. Therefore the speed should stay at 100km/hr
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	I drive this straight every day and consider that an 80km speed limit would be appropriate. It is an easily driven section of road with no unusual hazards. The Store premises with school bus pick up point are set well back with good parking in front as indeed is the Garage/Gas Station. The Takamatua Valley Road corner is no worse than any other T intersection with good visibility for vehicles emerging from that road onto the SH – similarly that “side-road” is clearly seen when travelling on the SH. My concern with a 60km limit would be that it unnecessarily reduces speed in a zone where 80km is a safe speed and a 60km limit would be more honoured in breach than by observance.

Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>My position after due consideration of the facts is:</p> <ol style="list-style-type: none"> 1. I DO support VSLs in school zones 2. I DO NOT support the lowering of the speed limit between Halswell and Little River from 100 to 80. 3. I DO support the 50kph limit in Little River 4. I WOULD support a lowered speed from Cooptown to Barrys Bay 5. I have no opinion on speeds from Barry's Bay to Akaroa <p>Supporting Data</p> <ol style="list-style-type: none"> 1. 3100 daily traffic movements (pre-COVID), totalling 1,131,500 annually (Motukarara - East of McQueens Valley Rd) 2. This has resulted in only 58 incidents involving fatal or serious injuries on the Halswell to Little River section, or an average of 5.8 incidents annually over the 10-year period. 3. This amounts to 0.00051259% of traffic movements resulting in a fatal or serious crash. No crash is good, but a decrease in speed limit will have a significantly negative impact to the 1,131,494 vehicle movements. 4. Motorcyclists represent 33% of vehicles involved in serious or fatal crashes, meaning one subset of road users has seriously skewed the data, which then potentially impacts the majority of road users <p>Background</p> <p>We primarily reside in Christchurch and for the past 2 years have owned a property in Wainui. On average we create 4 traffic movements per week on the main Christchurch/Akaroa Road, the road in particular to this submission is from the Sparks Rd/Halswell Rd intersection, to the Wainui Main Rd turnoff, a distance of 60km. Traffic movements are usually during the day, but vary significantly both in terms of which day, and the time of day.</p> <p>In the past 3 years we have been involved in no accidents and have only observed 1 accident (a motorbike that appears to have crashed on a corner).</p> <p>My observation of traffic and road conditions over the past two years could be summed up as:</p> <ul style="list-style-type: none"> • In general, the road condition from Halswell to Little River are excellent, however this piece of road does have significant corners which require slower speeds. • The road from Cooptown to Barrys bay is a difficult piece of road, in a perpetual state of road repair. • The roads are not overly busy but often do have opposing traffic, meaning overtaking is not possible • Traffic is often slower than the speed limit, especially weekends, often with boats and campervans causing extensive traffic queues due to slower travelling speeds. • As a result, some motorists then undertake passing manoeuvres that are somewhat questionable • This applies in particular to motorcyclists, for whom the route is popular. It is not uncommon to see higher speed and riskier overtaking manoeuvres. <p>Contrary to the NZTA Speed review/consultation form I note that,</p> <p>Key Statistics</p> <p>The data was drawn from the Crash Analysis System (CAS) online data , following are some assumptions or</p>
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		<p>statements:</p> <ol style="list-style-type: none"> 1. All urban data was excluded 2. Only data from the Halswell to Little River stretch is referenced, we note that the designation of the changed from SH 75 to the CHRISTCHURCH AKAROA ROAD 3. We note that the time of day was not available in CAS online 4. We excluded non serious crashes in part because of “We’re working towards a future where no-one is killed or seriously injured in road crashes in Aotearoa”. <p>Key data for the Halswell to Little River section</p> <ul style="list-style-type: none"> • 58 serious or fatal accidents occurred between 2001 and 2021 • There were 7 deaths and 63 serious injuries, over 10 years. (7 per year) • In contrast there were 5028 cycling and mountain biking injuries (ACC claims) in Canterbury in 2020, with hundreds of riders of riders alone requiring a hospital visit, some very serious, from the local Adventure Park. This is to add some perspective ... • 65% of fatal or serious crashes did not involve another vehicle • 33% involved motorcycles • 4 of the 7 fatal accidents occurred at night. • There are a total of 1,131,500 annual vehicle movements (Motukarara - East of McQueens Valley Rd) <p>So, the Problem? We have an issue in NZ, poorly designed roads, poorly trained drivers, and busier roads, often with cars that can travel at higher speeds, albeit with significantly greater safety features. In particular, the standard of driver training and skill is low, with drivers lacking the skill, experience, and in many cases awareness of the law, to handle road conditions and situations. Many drivers last sat a theory or practical test literally decades ago, and no driver training even today, is focussed on developing practical skills, or open road driving experience. Add these factors to a stretch of road that has long “fast” straights, tight corners. Slow drivers (boats, campervans, buses, Sunday drivers), often limited passing opportunities, and you create the conditions for accidents through the inability of some drivers to manage all those variables. The easy answer, as proposed by NZTA is to pick the fourth most significant factor, slash it by 20%, inconvenience the overwhelming majority of road users (many daily commuters) to try and help a relatively small group. The logic here is worrying and scary and does nothing to fix the underlying problem. In my experience I have virtually never seen “speed” as an issue on this road. I have seen slow drivers, poor drivers, inexperienced drivers, and drivers frustrated with all of those conditions. Restricting speed might pacify authorities, but it’s not the answer. So, what then are the problems?</p> <ol style="list-style-type: none"> 1. Many significant corners, which you simply must slow down for 2. Slow vehicles (Trailers, campers, buses, Sunday drivers) and a lack of passing lanes, especially relevant on weekends when traffic levels are higher 3. Motorcycles, many riding at higher speeds and/or erratically (weaving in traffic) <p>Finally, accidents involving “speed” is a manifestation of poor driver training, and awareness. It means an</p>
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		<p>inability to read the road (in corners) and an inability to handle road condition. Speed exacerbates this, surely, but reducing speed doesn't fix the problem, it's a band aid. And note that "speed" may well be within the speed limit. Even at 80kph, this is still higher than the recommended speed for almost all the corners on this road, meaning that the likelihood of an accident, and resulting injuries still exists.</p> <p>Solutions</p> <p>As stated in the consultation document, speed is only the fourth highest contributing factor in crashes, and the reality is, 33% of these are motorcycles. A blanket reduction on speed, specifically on the largely straight roads between Halswell to Little River is an unfair penalty on the majority of safe drivers on this otherwise excellent road. So, speed reductions aside, which don't solve the problems, what could be done.</p> <ol style="list-style-type: none"> 1. Corners. It's not easy to chance the corners, and there are many tricky ones. They already have relatively slow speed recommendations, but maybe there are means of physically slowing traffic down on these corners, or using more signage to achieve that outcome. 2. Passing lanes. There are currently no passing lanes on the Halswell and Little River section, so to overcome slow traffic, especially on busy days, is tricky. Adding passing lanes is a logical solution to relieve traffic flow issues and reduce driver frustrations. 3. Motorcyclist Campaigns. More motorcycle awareness and enforcement campaigns targeted at this user group. <p>I reiterate, that I believe speed reductions will not solve these structural problems. I also believe that they are unlikely to reduce the 6 annual serious or fatal accidents, the road is such that poor driver training and/or attention will remain significant contributing factors.</p> <p>Note also that these statistics and concerns, and over a period when traffic (and bus) movements were higher due to changes in cruise ship schedules. When these return, the majority of large ships will berth in Lyttleton, thus mitigating some of the previous congestion and traffic issues.</p> <p>As far as speed, I have noted I don't support a reduction of speed. However, given variable speed limits are now commonplace around schools (and to be honest on this road due to road works), a new innovative approach could be trialled, VSL on the open road. This could apply in busy periods, namely weekends. In this scenario, on Saturdays and Sundays the speed limit could be lowered to, let's say 90kph, then raised again midweek when it's less busy and most drivers are local commuters</p> <p>Summary</p> <ol style="list-style-type: none"> 1. This submission is primarily focussed on the Halswell to Little River section 2. Annually 1,131,500 vehicle movements a year are undertaken on this stretch of road 3. This results in an average of 5.8 separate vehicle incidents annually in which a fatal or seriously injuring is incurred. 4. This means that 0.00051259% of traffic movements result for a fatal or serious crash <p>Essentially then, in terms of the proposal to reduce the speed limit on the Halswell to Little River section, it may prevent 6 serious or fatal crashes annually. However, this would result in the remaining 1,131,494 vehicle</p>
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		<p>movements being impacted, via a significant reduction of speed on a road that is largely straight with good visibility. No death or injury is good, but to change the speed to 80kph on a road that is largely straight with good visibility in the hope it will save 6 major crashes is not rational. With this logic you may choose to ban cars from this road, this would definitely save lives.</p> <p>I would go further and suggest that a lowering of speed to 80 could result in more deaths, through driver distraction. Like it or not, the drive will become more boring, and people will turn to “entertainment”, more than likely phone calls (legal or otherwise) and possibly texting. In my opinion, the three changes as suggested would likely result in better outcomes. As a result, I categorically DO NOT support the lowering of the speed limit between Halswell and Little River from 100 to 80. *(REFER EMAIL FOR CAS SPREADSHEET ATTACHMENT)</p>
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Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>Firstly thank you for thinking about how to make our roads safer, that is appreciated, however, in this case we strongly believe the 80k limit is far too a blunt instrument and does not strike a fair balance. Our family regularly uses the highway (weekly) to access our home at Little Akaloa, we split our time between there and St Martins. We know this road well and it would be a significant inconvenience to be restricted to 80kmh between Christchurch and Little River (or potentially starting at the start of the hill corners at Lake Forsyth at the end of the Birdlings Flat straightaway. We can understand the potential for restriction to 80km from Little River to Akaroa, as in fairness, most would only very intermittently reach 100kmh ever anyway (if at all). There are plenty of overtaking places between Halswell and the start of Lake Forsyth, and after that, well, it is too winding really for much overtaking, so that could be considered at 80kmh (to allow for a very small number of idiots). We also believe the restriction is being proposed without other provisions being put in place first, such as signs on the journey such as 'this is narrow highway with multiple bends that requires care kind of road ' and , and please do this, 'please adjust your following distance so people can pass safely' sign. And of course 'please be patient'. etc etc. Sadly a very few people do either go too slow or too fast, but the vast majority for whom this is a regular functional journey that is well known, get by nicely at 100kmh. Anyway, my point is it is a big leap to bring the whole journey down to 80kmh ! We would be very disadvantaged, especially when we travel often at times when there is not a lot of other traffic (and when there is we just go with the flow). We strongly oppose the proposal as it is presented. 80kmh from Lake Forsyth or Little River to Akaroa is acceptable, please, not from there to Halswell!</p>
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>thank you for sending me more information on the above. If I can say anything, this is this: The lower the official speed put in on the signs on the road to bring down the speed limit, the better. If you put 80, they WILL DRIVE AT 90, but at least if you say 60, theres always a chance that 70 + will happen. You are dealing with new pent up tourists, and mad racing car drivers.... Keep the speed down, on both options, - PLEASE - FROM [NAME REMOVED], who nearly got killed with her daughter up near the Hilltop on the way to Akaroa 3 years ago, by German tourists...</p>
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>I am some what perplexed that this is being proposed. I am even further perplexed by the notion of zero deaths, this is an unobtainable goal. The SH from CHCH to Akaroa is on ove the better conditioned SH's in the country. Having driven this road thousands of times both in cars and on motorcycles, it is frankly untrue that the speed is the primary reason for the vast majority of these crashes. cars, busses and camper vans crossing the centre line around corners, pulling out to pass without sufficient space and driver inattention have been the causes of most of the crashes causing serious injury or death which I have witnessed. I would want to see your data on deaths related to speed vs other factors and what that percentage it equates to. This notion that speed kills is a fallacy drempt up by people who are unwilling to acknowledge that the vast majority of deaths on our roads attributed to speed are actually because of one parties poor decision making....ie doing a U turn in front of a truck. There are ways to improve safety without changing the speed,build safe passing areas, slow vehicle</p>

		bays and larger shoulders on the roads. I do support the variable speed for the school zones and the reduced speed to 50KPH for Little River township.
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>I am opposing this proposal. I wish to make the following points</p> <ol style="list-style-type: none"> 1. There are many long straight stretches of road with excellent visibility where there is no danger by driving at 100km/h. 2. Your data on current speeds does not take into account that the speeds are often set by the slowest drivers. Drivers wishing to travel at the speed limit by overtaking are faced with these options; a) overtake slowly not exceeding the speed limit and therefore spending more time on the wrong side of the road which is dangerous, b) overtaking quickly and safely which means risking getting a fine, or c) just putting up with going more slowly than you want to, which most drivers end up doing. This issue will become MUCH WORSE with a reduced open road limit - and likely lead to more drivers overtaking which is a significant cause of fatal accidents 3) There are very few passing lanes on these long straight stretches which will frustrate drivers into risky overtaking. 4. Inattention is the cause of many accidents Driving more slowly means you don't need to concentrate as much to stay on the road and be aware of other traffic/ possible problems - drivers become distracted or bored more easily, as well as spending more time in the car which is likely to also increase fatigue and inattention. Lowering speed limits is likely to increase inattention which can lead to accidents. <p>I look forward to your acknowledgement of this email and your response to each of these points . I am assuming this email carries as much weight as a formal submission. Please advise me if it does not.</p>
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>I do not agree with imposing a blanket reduction from 100 to 80 km/hr of SH75 from Halswell to Little River. This is too much of a limitation as this route can driven quite safely upto the current speed limit and low traffic volumes, which is most of the time. You need to better identify the at risk periods eg holidays, long weekends etc and use variable speed limits when the road is busier and safety issues are likely higher. Undertake upgrades to the route to improve safety like improved delineation, providing passing bays and more side barriers. This proposal seems more trying to improve road safety just with an ill suited blunt instrument, rather than properly using a wider utilization of safety responses that will better cater for the diverse range of road users with a wide range of travelling needs and times on this route.</p>

Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	I am very disappointed with the proposal put forward by NZTA to reduce the speed on state highway 75. With a doctorate in transport infrastructure development, I understand that speed reduction on a highway should be conciseness as the last option to mitigate serious accidents. I have been residing in Akaroa for the past eleven years and I have not seen any measure taken by NZTA to improve the road condition, signage and passing lanes whatsoever. A significant number of residents on the peninsula work from home and go to Christchurch once or twice a week. The proposed speed limit will increase travel time of 1.5-2 extra hours, meaning that we will be on the road for almost 5 hours. This proposal will add to the frustration of the commuters, increase tiredness, and result in making dangerous decisions while passing a vehicle and potentially result in serious accidents. This road can be made safe by improving the road condition in general, widening the corners, adding more passing bays, and sealing the pullover areas. This proposal is nothing but waste of time and resources.
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>State Highway 73/75 Christchurch to Akaroa</p> <p>Q1. Are there any other factors we should consider when making a decision on the speed limit changes proposed?</p> <p>I would like to see the 100km/h speed limit maintained with a far more managed maintenance program to continually improve the road. Currently the maintenance is poor and in some case there is no improvement. A higher presence of traffic patrol would be good particularly to manage the high speed motorcycles. Passing lanes on the hill are well overdue. We met (a group of effected locals eg BP Transport, farmers, service contractors) with transit (Barry???) about 10 years ago, offered land, fencing at our expense etc. Transit have sat on their hands since. We use the Ak to Ch road a lot and reduced speed limits will only create impatience, additional cost and further accidents. Time Transit - Waka Kotahi stopped shuffling paper and provided tangible benefits for the funding provided. As users and taxpayers we are poorly served.</p> <p>I would appreciate attending the hearings please. Thankyou</p> <p>Q2. What is your expeience of speed and safety through Takamatua Straight and using the intersection?</p> <p>Should be 80kms.</p> <p>State Highway 74 Norwich Quay/Gladstone Quay</p> <p>Q1. Are there any other factors we should consider when making a decision on the speed limit change proposed?</p> <p>No comment</p>

Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>1 The community does not want blanket speed restriction</p> <p>2 The community wants the worst maintained & developed road in NZ brought back to 2022 standards and above - it was better in the 80s.</p> <p>3 The community does not want GSL to do any more "Repairs"</p> <p>4 The community wants to lessen the environmental impact from incompetent maintenance, management & planning created from excessive fuel consumption, tyre wear & vehicle maintenance from the mess that NZTA has allowed the SH75 to fall into.</p> <p>Manipulation of figures is not going to fool anyone in the community its spin to avoid the issue - The State Highway is a danger to its users because of what the management team have allowed to happen, the vast majority of accidents have been caused by the road faults (speed since the horse and cart has always been an issue for some); If the road faults weren't there the crashes would not have happened. I also like the way that NZTA refers to the incidents as crashes as if the statement said accidents then it is also denial, an accident infers no one is to blame, they are incidents and you NZTA are to blame, you have injured & killed people by not repairing the road to any form of quality. The work GSL is doing is beyond a joke, they shouldnt be paid. As a motorcyclist lam in 1st/2nd gear on many of the corners and its still a high risk event from Barrys Bay to Cooptown due to the rutting, holes burms, bumps GSL mess. In the 80s this wasnt the case, speed isnt the danger, the road typography naturally restricts speed, yes there are several groups of idiots who give motorcyclists a bad name & with police effort could be curtailed, most residents arent offended by the speed its the noise from the motorbikes! Natural selection. And for the serious injuries & deaths - over 10 years not bad at all, you NZTA are lucky there hasnt been more due to the negligent & incompetent job its done, you should be sued. There are several deaths & serious injuries in your statistics that are from locally known serial alcoholic drink drivers, excessive speed nor speed limitation was to blame for that either, they shouldnt have been on the road at all! You should also "consult"with Sumner/lytelton/Diamond Harbour/Governors bay on the damage to business from the speed restrictions you have done to them & their community and same the road is not maintained. Just Spend money on the roads - it saves more lives than utter rot that is being peddled.</p>
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>It will just cause more congestion and frustration if the speed limit is lowered to a maximum of 80kms per hour. Put more and longer passing bays in.Put highway patrols out there and ticket anyone who has a line of traffic behind once the passing bays are established. There are sections of that road that 100kms per hour are appropriate.A lot of that road is not satisfactory for that though.There are speed recommendation signs on basically each bend and that is sufficient. The only frights of had on that road are not from speeding but people annoyed by not being able to pass so then they pass in places that are not suitable. 80 KMS per hour won't stop that it will just agravate drivers and cause more dangerous overtaking. That is hugely dangerous as a head on collision is catastrophic and if it's on a blind corner you have no show of avoiding it. Please don't put a maximum speed of 80kms per hour on that road.Put in passing bays otherwise you will make it really really</p>

		dangerous. We have a holiday home in Akaroa so travel that road often. I support road safety but human nature around impatience will over ride rules.
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	I support the proposed 50km/h speed limits for the built-up areas at Halswell, Tai Tapu and Little River. This will undoubtedly make these areas safer for pedestrians and cyclists. I support 30 km/hr speed limits in front of schools. I do not support the 80km/h speed limit for the open roads between Christchurch and Little River. There are many long straight sections on these roads and 100km/h is more appropriate. An 80km/h speed limit would be very frustrating. An 80km/h speed limit would not stop people going too fast around tight bends. I do not support the 60km/h speed limit for the road over the hill, Little River to Duvauchell. While this is a twisting road, 60km/h is unrealistically slow and will cause a lot of frustration. Once again, lowering the speed limit isn't going to stop people going too fast around tight bends and losing control.
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	If you intend to change the speed limits do you intend to make the road safer or just leave it as it is. I am in favour of reducing the current speed limits but only if you increase the width of the road on the hill and put in sealed passing lanes or stopping places. Because if all you do are to reduce speed limits you will achieve nothing, just create more mayhem and death. The Akaroa highway is unique in that it allows motorcycles to roar over the hill using both sides of the road in that the wheels on the bike can be on one side of the centre line with the rider and upper part of the bike on the other. Trucks and buses need all the road to turn some of the corners and the double-decker bus should be banned as it is too slow, cant get over far enough and is a total menace. Apart from that the highway on the flat from Halswell to the bottom of the hill could be easily and safely driven at 80km with the hill section 60km. But, it is upto you NZTA, the ball is in your court and how you bounce it will determine who lives and dies.. If you do nothing to the road and reduce the speeds the deaths will decrease may marginally but only marginally and you will find that out.
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	I have read the proposed changes and am fully in support of the suggested reduced speed limits that are suggested for most of the Highway. (Noting that decision on one portion is yet to be decided.) There is no doubt from the data presented that driving in the 100k/h areas increased the crash statistics markedly. I presume Table 2 is indicating in the fatal death columns that more than one factor contributed to the fatality? As there are more than 9 factors. There has been mention of ice by at least one other respondent and I would ask again that there is a sign that stresses that the Akaroa Highway is subject to winter conditions.

Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>Speeds on SH75. The limits as proposed. An 80km/hr limit between Halswell and Little River is not reasonable – the long straight sections and mostly good visibility mean that even if such a limit was imposed it would not be complied with by the majority of drivers. Nor could it be enforced. A posted limit which isn't complied or enforced with would only be seen with resentment, and as a revenue-trap. There are some sections of this road which wind or where visibility is not so good – around the headlands for example – and there is an argument that these might deserve an 80km/hr limit. But, actually on the sections concerned most of the corners are marked with much slower recommended speeds. It is very difficult to negotiate them at anything near 100km/hr anyway. To improve safety more would be gained by better signage and edge marking. It is probably reasonable to put a limit of 80km/hr on the road section between Little River and Akaroa. That is about the speed which 'feels right', and which most cars and drivers are comfortable with. Drivers would simply not comply with a 60km/hr limit. I can guarantee that motorcyclists wouldn't! Enforcement would also give difficulties – there are few sites where cameras could be installed, and very few places where a police officer could safely stop to ticket a speeding vehicle. 60km/hr is certainly too slow for the Takamatua straight, and even 80km/hr would be difficult to achieve in practice. A prominent speed-indicating sign might help control speeds. The intersection at the bottom of Takamatua Valley is a nasty one, with a high crash-rate, and lowering the main road limit to 80km/hr could probably be justified, if not easily enforced.</p> <p>Background:- It usually takes three things going wrong to end up with a severe road crash – such as use of alcohol, excessive speed, road condition, weather conditions, vehicle condition factors such as bald tyres or inefficient brakes, driver experience and decision-making which may be influenced by distraction or frustration. Speed is one of the factors – although it may have a disproportionate effect on crash severity. To reduce harm, speed is just one of the factors to which attention needs to be paid. Posting a speed limit doesn't reduce the other risk factors. Nor does it ensure compliance with the posted limit. To reduce speeds:- A formal speed limit is only one way of reducing average speed on a road, and of reducing peak speeds. Really dangerous drivers pay little attention to posted speed limit anyway. I've heard one boy-racer type say that they wouldn't allow people to have cars that could go fast if you weren't allowed to drive them that way. On the road to Akaroa some people travel slowly and in the middle of the road because they've never driven on a hill before (or, it seems, outside a Chinese city!!) Others want to show their mates how fast they can go or how they can skid around a corner ('there are no cops around at this time of night'). It is not the safety they are considering, only whether they'll get caught. It is noticeable that SH75 is popular for middle-aged motorcyclists – and that they gather at cafes and pubs on the way to Akaroa and in Akaroa itself. While alcohol may not be a huge factor in their relatively frequent crashes on SH75, is it really true that motorcyclists only drink orange juice at their refreshment stops?</p> <p>Engineering:- From a road engineering aspect there are things that can be done to reduce speeds, such as making roads 'feel' as if they should be taken slower. In the case of SH75 there are a number of relatively straightforward and cheap ways of achieving this. These include: Higher road sides closer to traffic path. Roadside markers at closer-than-usual spacing. Double white lines to delineate seal edge. Use of extra centre-line marking. Use of more 'no passing' double yellow lines on corners where visibility is poor. More corner-</p>
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Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>This input is in my personal capacity, nothing to do with the work address it comes from. To be clear, limiting the speeds through settlements like Cooptown and over the more hilly, narrow and winding parts from the junction with Puaha Valley to Takamatua make perfect sense. I support speed limits that stop people whizzing past someone else's front door or where hills and bends combine to make driving tricky – an example where you have made changes that do make sense in the context is the stretch of road to Hanmer and on through the Lewis Pass. Blind bends and hills make that road too dangerous for 100kph. Limiting the speed all the way through from Little River to Tai Tapu where the road is more open and where there is no settlement on the main highway, doesn't make sense. Reducing the speed limit on a flat, open road where the visibility is much better uses a crude and blunt tool to solve a problem in a way that ignores how the community/drivers are actually likely to respond. Of course speed is a factor in all crashes and sometimes people do lose control on bends because they are driving too fast, but reducing the overall speed limit (even for the straight bits) will not improve driving. It will just allow the Police to stop more people for speeding, rather than concentrating on the harder-to-Police poor driving. The biggest threat to me, who makes the return journey to town 5 or 6 times a week, is people crossing the centre line on bends. They do this mostly because they have picked a poor driving line or just have a poor awareness of exactly where on the road they are (poor training/discipline/concentration).</p> <p>People obey speed limits if they make sense – follow people through a 30kph limit where there are road works, but no road workers, and you'll know this to be true. If there are no people around and therefore no reason for the slower speed, people may not even slow down at all. This shows that people don't just blindly obey signs unless they see the reason behind them. Signs and a bit of sporadic enforcement won't fix the accident rate and mostly won't slow people down, because driving at 80 or less is counterintuitive for most of what is a very open road.</p> <p>Some will adhere to the new limit but I suspect that quite a few won't unless there is an obvious Police or speed camera presence – some sticking to the limit while others don't will increase frustration as drivers feel 'impeded'. That will mean more overtaking, and not always in places it's safe to do so. It could mean more accidents, not fewer. I believe the high accident rate is largely due to the uncomfortable mix of drivers – locals and commuters vs weekenders heading to Akaroa for the weekend or for the joy of the ride. As a volunteer firefighter for six years, the accidents I was called out to, mostly at weekends, were people from Christchurch who didn't know the road or who drove tired or drunk, or bikers that target the road specifically because of the scenery and challenging ride. A new speed limit won't put them off or slow them down. Finally from me – and this probably my most selfish point: Your media release glibly talked about increased risk due to increased speed for the sake of a few seconds – but it's not a few seconds to those who regularly travel that road. My family make 20 trips to and from town each week (two cars, two parents working in town and two kids that attend school or sports in town). I estimate the time difference will be 10-15 minutes for each journey (crudely, speed slowed by 20 percent adds 25 percent to the journey time which is about an hour ATM). For me and my son, that's 12 trips at an extra 15 minutes each which is 6 hours of our time each week. For my wife and</p>
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		<p>daughter that's 8 trips, which comes to 4 hours a week. All up, that'll be 10 hours you have taken from a busy family – and we are just one of hundreds of families and individuals who make the return trip almost daily. That's a lot of avoidable frustration and a lot of lost productivity. When the speed through Little River was being reviewed, your representative argued they couldn't cut it to 50 because it's a state highway and people still need to get from A to B and traffic needs to flow. What's happened to that argument now, because you can't have it both ways. In summary, reconsider the blanket 80 limit – it isn't necessary and won't work as a strategy. It will waste a huge amount of people's time, will give the Police an enforcement nightmare and may actually increase accident rates because of the frustration and dangerous overtaking that will increase, rather than decrease.</p>
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Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	It is my opinion that having posted speed limits is a waste of time and money because those that exceed the speed limit will continue to do so. Sensible drivers drive within their limits, not yours. The only way to universally slow traffic down is to govern the speed of cars the same as trucks (mostly) are. Have the governing device part of the WOF check and after that if a person is caught speeding, the car they are driving is crushed. (This is because if they are speeding, they must have messed with the governor.) Different speeds could be controlled with bluetooth transmissions or GPS, or whatever. If the Government was honest (?) the problem could be easily solved over time by banning all cars that can exceed the speed limit. After all, what the hell is the point of having a car that will do 250 k/mh if it can't be driven faster than 100? But I also understand the reason behind this consultation process. It is only there so NZTA can say, "Oh, but we consulted the public and this is what they wanted", that way you can carry on doing what YOU wanted.
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	Thank you for allowing me to have a say on this road that I travel on fairly regularly. I support 60kms over the hill from Little River to Akaroa however I consider 80kms from Little River to Halswell too low. 90kms would be a safer limit between Halswell and Little River. 80kms will frustrate drivers and cause risky over taking.
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	I am submitting on behalf of myself, Love Little River Group and an affected business. I fully agree with reducing the speed limit in all the built-up areas through Halswell, Akaroa, Duvauchelle, Tai Tapu, and Little River to Waiwera Marae (which we have long campaigned for), Cooptown etc., and the lower speeds for school zones. I also think that SH75 between Cooptown and Akaroa should be reduced to 80kms in non-residential zones, but 60km may encourage dangerous passing by motorists used to taking it much faster. With regards to the proposed reduction of speed from 100km to 80km on SH75, I believe that just changing the speed limit is a much too simplistic approach, and will not reduce accidents as more people will simply pass those vehicles doing the speed limit. I get that it is the cheapest option, but it is not the solution. It will NOT reduce accidents, and may cause more. Are NZTA willing to take the responsibility and risk? NZTA should be looking at those areas, and putting in 'pull over here' signs at the least, or turning them into slow vehicle lanes. There are several areas where this can be done safely, like opposite the turn off to Birdlings Flat. At least one proper passing lane (on the 'mad mile' between Little River and Birdlings Flat) would also help reduce the unsafe passing on the shorter straights either side. Little River and all the townships also need the 'Your Speed' signs like the one in Tai Tapu. I believe these to be really effective as there are few vehicles that do not respond. At the drop in sessions NZTA said it was not acceptable to have a broken sign, saying slow down, no matter what speed you are doing. If NZTA can't even do the very basics, like fix the sign like you said you would, you are not really interested in safe driving. Finally, there needs to be more monitoring of the roads. I live on SH75 in the centre of the Little River township, and the vast majority of traffic outside of business hours does not slow down to 60km. Outside of the township, many cars and motorbikes travel at far higher speeds than 100kms, but there are no permanent speed cameras on the route, and only rarely do you see a police

		<p>traffic vehicle. Reducing the speed to 80km without any of these further measures will simply encourage more frustration and dangerous passing – it is a cheap, simplistic approach that will not increase road safety. To stop passing in the village, which is a common concern, you could put in traffic islands. One would hope that you actually listen to the submitters and not push through this agenda.</p>
Individual	<p>SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay</p>	<p>Please find below a submission in opposition on the proposed sh73-sh75-christchurch-to-akaroa-and-sh74-lyttelton-speed-review. I make this submission in a personal capacity. 1. It is accepted that safety is rightly a significant concern. That is made clear in the GPSLT where safety is one of four strategic priorities. 2. It is not accepted that the only way to achieve this is by reducing speed limits. That is also made clear in the GPSLT in the first bullet point on page 17 where delivery of the sought safety outcomes is to be, inter alia, via maintaining the road network. 3. The documents provided indicate that most accidents are occurring just outside of chch, and not between little river and akaroa, where speed limits are proposed to reduce to 60. This is an overreach and there is no evidential basis to support a reduction. 4. While none of the GPSLT's four strategic priorities are directly about efficiency or function of the network, the GPSLT regularly refers to both and it is in my view implicit that achieving the four outcomes should not be at the expense of efficiency or function. The GPSLT sets out the RLTP must achieve both. It is unclear how a 60kmh speed limit would maintain efficiency of function, or at least how the proposal as it relates to the stretch between little river and akaroa, provides a reasonable balance between efficiency and function and safety. I seek that the speed limit between little river and akaroa is not reduced. I do not wish to be heard. Out of interest:</p> <p>5. It is now common to find reduced speed limits instead where roads are not maintained or have been works appear to have been done poorly. Spending on motorway projects around nz to enable commuting long distances to work etc has been provided at the expense of maintenance.</p> <p>6. The GPSLT's four strategic priorities seek an increase in rail use and better environmental outcomes. NZTA has demonstrated no interest in doing so and in fact recent changes to the CRPS (which NZTA was a party to) has no regard to the environment. The GPSLT doesn't set out a hierarchy of actions so it is interesting that NZTA are able to set their own.</p>
Individual	<p>SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay</p>	<p>In reviewing lowering speed limit on Halswell to Tai Tapu. We strongly opposed the lowering the 100km/h speed limit between Halswell and Tai Tapu. The highway was relatively straight, wide, in good condition, with overtaking opportunities and they considered it safe to drive at the current speed. BUT do agree with lowering speed limit past the Old Tai Tapu Road intersection (to halswel), as is high use by cyclists. Hope this feedback is taken into consideration.</p>
Individual	<p>SH73/SH75 Chch to Akaroa and SH74 Norwich</p>	<p>Having been a long term resident of the Little River / Birdlings Flat area and a daily commuter to ChCh CBD since 2004 my preference would be to keep the existing speed limit at 100KM. My experience of SH75 is that driving habits and behavior appear to deteriorate rapidly as traffic volumes increase, namely weekends and holidays. There are variable speed limit schemes operating in many European countries set up to mitigate this</p>

	Quay/Gladstone Quay	situation by monitoring traffic levels at certain times some even include restrictions based on weather, would this not be an option for SH75? Look forward to your comments.
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	You say 'a small change in speed will make a big difference', and also that average travel speeds are below existing speed limits. I think that if there is to be a speed reduction from 100kms/hr on the main highway, it should be by no more than 10kms/hr to 90kms/hr. In the interests of safety perhaps it would be more sensible to ban motorbikes from the road!
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	This is the most ridiculous waste of time and money. The Akaroa highway is exceedingly safe, thousands of people drive that road every week to in Chch or on the peninsula. To increase everybody's trip time for the sake of a few bad drivers (boy racers,inexperienced tourists and wannabe motor cyclists) is just not on. We will be opposing this ever step of the way . Very small minded . More education so people know what to expect. Signs and pamphlets!

Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>Having previously lived in Akaroa for almost a year we are opposed to the reduction in speed on SH75 particularly as:</p> <ol style="list-style-type: none"> 1. We would expect more motorists/motorcyclists will exceed the ridiculously slow proposed limit in any case. 2. By decreasing the speed limit by 20% the time to reach Akaroa will increase by around 25% and make the journey some 20 - 25mins longer, thereby reducing the attraction to go there for a day visit and return, or even for business purposes. 3. The proposed speed reduction will unnecessarily tie up and waste Police time attempting to enforce the unpopular slow limit. 4. We cannot see motorcyclists in particular obeying the proposed limit at all. 5. While there are sections of SH75 which, because of their existing tight corners and natural hillclimb/descent limitations, actually slow most traffic in any case. 6. Although the statistics for the past decade can look rather bad in total, we suspect that the analysis might suggest that there is a common theme such as motorcyclists or “hoons” as a root cause, and which problem should be addressed separately. 7. As most trade traffic such as builders, plumbers, electricians, and other specialist workers (eg stock agents, farm workers, freight carriers, road repair contractors etc) are always on the road weekdays, this will add a substantial additional travelling cost to residents/farmers because there are very few trades people living in the wider area. 8. There are almost no passing lanes (only 3 on the hill road) so slow traffic frustrates other motorists - who then take risks. Some well located passing lanes would improve flow and reduce frustration. This would aid those towing trailers/boats etc as traffic builds up behind towing vehicles or heavy trucks and car drivers then take risks by overtaking with limited forward visibility. 9. Some of the few long straights are on undulating roads which have yellow no passing lines because sight is restricted. These roads require “flattening” so faster traffic can pass safely and which would greatly reduce frustration. 10. The narrow hill road could well be signed at 80k, but it is almost self regulating anyway owing to its tight corners and minimal passing bays. 11. The drive to Akaroa, or even to Little River, is one of NZ’s most pleasant journeys and which would be severely reduced by imposing such a slow limit. A limit such as 80k would make the journey quite boring and much less attractive, and would certainly reduce concentration while driving. SH75 needs visitor volume as it is tourism which supports the area - especially now that cruise ship visits have ceased, so there is a need to encourage travel to Akaroa and the many Bays. 12. While the accident figures might appear high over the last decade, we suspect that when related to the huge volume of traffic, the figures are less sensational. 13. We imagine that the accident statistics relate more to casual drivers as the locals would be well aware of the road’s limitations - as we were when we lived there.
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		<p>14. Analysis of the locations where accidents/deaths had occurred will indicate which sections of the road need the most attention. Speed is only one factor in the total.</p> <p>There are probably many other reasons to oppose the reduced speed, but the above are examples. It would be such a shame to impose a restriction when we feel there are alternatives in road construction and perhaps more warning signage. Thanks for the opportunity to comment.</p>
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Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>It's always a difficult topic as it will never satisfy everybody. As Senior PM and with a 5y degree in civil engineering, I believe there is several factors that contribute to the high rate of accidents. - have it been considered to improve the road?</p> <p>Designing some curves properly? Improving the paving? Increase the number of passing lanes? - add some lanes at intersections to help local community as some seem difficult to gain access to main road? - In residential areas with a significant population, what about a speed camera 📷? Who exceeds the limit will get a very pleasant bill at home. I ride that area often and the speed of some vehicles do bother me, however this behaviour can be caused by several slow downs they been getting on the road, if that make sense. Note that tourism will be back soon and we do need tourists to go towards bank peninsula, and the reductions of speed need to ensure it won't reduce the number of tourists. Keep the good work and please. Ensure the QA of the works is done properly... I see a lot of public money been thrown away due to that. Please don't see the above as a complain, it's just my opinion.</p>
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>I would like to know please. After speed changes are made to the highway....how long can it be before it can be reviewed again....meaning when do you know if the changes have made an impact? Your goal is the 'Road to Zero'....which everyone knows there is no way by changing all the road limits to a ridiculous 60 or 80ks, is going to stop deaths on our roads. So I would like to know.. Does the public have a right to ask for a review after a certain period of time? Can a speed ever be changed back? So after say 5 years nothing has changed much....can the speed be reviewed and changed back to what it was? I would appreciate a reply please.</p>

Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>I am a resident of Akaroa and have been travelling frequently to Christchurch over the last five years since taking up permanent residence. In addition, I have previously travelled the Christchurch to Akaroa Road as a visitor since the early 1970's. Significant Users of SH75: There are well over 1000 residents of Akaroa and the outer bays area which is becoming not only a popular destination for visitors but is attracting a growing permanent population for the beauty and lifestyle. This growth necessitates an increasing demand for services from Christchurch tradespeople, contractors, Council service staff, couriers and truck drivers delivering a large variety of materials and goods. These road users are entitled to the expectation of not only a safe journey, but also one that is cost effective for them. Speed Limit Frustration:</p> <p>The proposed speed limit amendments will mean fourteen speed changes on a journey from or to Christchurch and add to the frustration of drivers together with increased travelling times. A frustrated driver, behind a slow, or overly cautious one, or one adhering strictly to unreasonably low speed limits will take risks that will translate into accidents. 80 km/h for the entire journey from Halswell School to Little River is, in my opinion, unreasonably low. There are many long straights with, given the generally low traffic volumes, adequate reason to retain the status quo. More passing lanes and/or pull-over areas would enhance the safety of the highway.</p> <p>Little River to Akaroa: The proposed speed limit Little River to Barrys Bay at 60km/h is reasonable given the nature and poor maintenance of this section of the road. Additional pull-over areas should be formed and the three 'slow traffic' lanes should be designated 'keep left unless passing'. The Barrys Bay to Akaroa section, if changed to 60km/h will result in gross frustration. This is essentially a highway. An 80km/h limit to the Akaroa township would be a most reasonable compromise.</p> <p>Road Safety Principles: A realistic and practicable solution must be found to lower the road toll. By imposing unreasonable speed levels, the frustration factor will lead to more accidents, most likely at times when policing may be nil. Low limits on roads designed for higher speeds will not reduce the road toll. A confusing and distracting number of speed limit changes will not encourage drivers to drive to the conditions. It is essential to the permanent and part-time residents of the Banks Peninsula area that the journey to and from Christchurch be able to be made in an efficient and safe manner. The proposed limits will not help in this regard.</p>
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<p>Individual</p>	<p>SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay</p>	<p>I am a resident of Akaroa and have been travelling frequently to Christchurch over the last five years since taking up permanent residence. In addition, I have previously travelled the Christchurch to Akaroa Road as a visitor since the early 1950's.</p> <p>Significant Users of SH75</p> <p>There are well over 1000 residents of Akaroa and the outer bays area which is becoming not only a popular destination for visitors but is attracting a growing permanent population for the beauty and lifestyle. This growth necessitates an increasing demand for services from Christchurch tradespeople, contractors, Council service staff, couriers and truck drivers delivering a large variety of materials and goods. These road users are entitled to the expectation of not only a safe journey, but also one that is cost effective for them.</p> <p>Speed Limit Frustration</p> <p>The proposed speed limit amendments will mean fourteen speed changes on a journey from or to Christchurch and add to the frustration of drivers together with increased travelling times. A frustrated driver, behind a slow, or overly cautious one, or one adhering strictly to unreasonably low speed limits will take risks that will translate into accidents. 80 km/h for the entire journey from Halswell School to Little River is, in my opinion, unreasonably low. There are many long straights with, given the generally low traffic volumes, adequate reason to retain the status quo. More passing lanes and/or pull-over areas would enhance the safety of the highway.</p> <p>Little River to Akaroa</p> <p>The proposed speed limit Little River to Barrys Bay at 60km/h is reasonable given the nature and poor maintenance of this section of the road. Additional pull-over areas should be formed and the three 'slow traffic' lanes should be designated 'keep left unless passing'.</p> <p>The Barrys Bay to Akaroa section, if changed to 60km/h will result in gross frustration. This is essentially a highway. An 80km/h limit to the Akaroa township would be a most reasonable compromise.</p> <p>Road Safety Principles</p> <p>A realistic and practicable solution must be found to lower the road toll. By imposing unreasonable speed levels, the frustration factor will lead to more accidents, most likely at times when policing may be nil. Low limits on roads designed for higher speeds will not reduce the road toll. A confusing and distracting number of speed limit changes will not encourage drivers to drive to the conditions.</p> <p>It is essential to the permanent and part-time residents of the Banks Peninsula area that the journey to and from Christchurch be able to be made in an efficient and safe manner. The proposed limits will not help in this regard.</p>
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Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	I would like a feedback on limiting speed on SH75. Between Halswell and Akaroa. We live in Kaituna Valley and unfortunately have to drive quite a lot for school / preschool drop offs and pick ups. With the 80 km /h limit my journey would increase min 20 mins daily as I have 2 trips to Tai Tapu and back home (drop off and pick up). I am a stay at home mum and my partner also travels daily in and out of town. In case the 80km /h speed limit gets accepted and my school girl takes the school bus (she has bus days) in the morning and would come home later which I would be affecting my girl. She doesn't like travelling with the bus. Not to mention if the trip takes longer. I do not want this proposal to go ahead or be accepted. I feel the present limits are right and make a safe and quick journey for all of us. If the 80 km/h will be accepted then we will consider to move out of the area as this would have an impact on our daily routine / schedule /life. I just really hope you consider my answers and other families' say who live in this side of the town.
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Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>We are writing in absolute frustration at the joke that democracy has become in NZ. We are all for safer driving but we are also for transparent and honest information which from the graphs you will see below (sourced from MOT/NZTA), we have not been given.</p> <p>In 1985 and prior (80 km speed limit) there were 747 deaths on NZ roads with a population of 3.2 million people(4th picture) and an older vehicle fleet with much lower safety standards. In 2019 (100 km limit) we had 352 deaths with a population of 5 million and a prevalence of safe cars. Why are these statistics not being offered as information at the public consultations as a balance???</p> <p>Additionally NZTA had a clear mandate to change the speed limits and this is evidenced in the article from WHO illustrating that the UN is calling for lower speed limits world wide (2nd picture attached) There will never be 0 deaths on our roads and as you can see by the cause of deaths only 87 out of the 352 in 2019 were due to speed (3rd picture), so around one quarter of all deaths. Injuries have also dropped dramatically.</p> <p>For the vast majority of people of Banks Peninsula the proposal to drop the speed limit between Tai Tapu and Little River is ridiculous and this was evidenced from the majority (if not all) outcry at the public consultation. There are large straights on this road and well sign posted corners. At the drop in, in Akaroa we questioned the woman conducting the feedback and asked if we would be given the percentages of those in favour and those not and be able to have this verified should we want to view. Her answer was "this is not a voting situation." She also said "NZTA were not prepared to upgrade our roads (CHCH Akaroa Rd) as not enough people use them"???? (Why do we bother paying all these taxes then?) And this little gem "we have to make the laws to protect our worst and most inexperienced drivers!!" So pretty much we should all be treated like a 16 year old on our restricted licence or perhaps a drunk driver??</p> <p>My questions then are as follows:</p> <ol style="list-style-type: none"> 1) How much tax payers money did the public consultation cost? 2) What are NZTA's reasons for dropping the speed limit between Tai Tapu and Little River in light of the statistics from your own department as illustrated below showing large reductions by population of road deaths over the past 35-40 years? 3) Please supply the breakdown of those in favour of this particular area of highway's speed reduction versus those that were not in favour.(from the public consultation) 4) If road deaths/injuries are the problem please then advise why this particular area of road is so badly maintained (shiny in many parts). We have an obligation to drive well and NZTA have an obligation to maintain the roads with the petrol/road user taxes and other taxes that we pay for. 5) Please provide the road deaths, by cause , vehicle and speed etc (as per illustration 3 below) from 1980-2021 on the road from Tai tapu to Little River. 6) Please provide verification of when this road was last resealed by NZTA/MOT. 7) Please provide all the above information under the Official Information Act of NZ. <p>We have sent two emails to NZTA asking how to go about an OIA request since the public consultation both were ignored . We now know that this email will suffice as an OIA request.</p>
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		<p>We will be posting this email and the attachments to the Akaroa facebook page as we believe that everyone should know the actual statistics and not just myths. *(SEE EMAIL FOR SCREENSHOT ATTACHMENTS)</p>
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Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	Please see below the comments and photos from an accident that happened on the chch Akaroa Rd this morning due to road works with no signage. As a community we have had enough, NZTA may not prioritise our safety but our community and families do. The photo below shows a car that slid on nsigned road works in Duvauchelle this morning. Loose seal sent this car into the ocean this morning between 7-7.30am. We are constantly told that speed is the cause of the accidents on the Chch Akaroa Rd, as residents we know that the majority are not. Poor road surfaces, dips, substandard patches, corrugated corners, lack of signage, drivers crossing the centre line, slow drivers who lack the courtesy to pull over and let others pass and idiots that try to pass on bends are the cause. We have had enough of not being listened to. Our lives are worth fighting for , we pay road taxes like everyone else. Reseal this road fully and stop blaming road deaths and injuries on us when NZTA have a big part to play in this. NZTA's job is literally to maintain roads with the huge road taxes we pay , do your job!! Christchurch Akaroa Rd is a major tourist route , fix it and stop blaming and punishing law abiding citizens for your lack of maintenance. *(SEE EMAIL SUBMISSION FOR IMAGES)
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	I have lived in the area most of my life and now a working mum dropping her kids to preschool. This speed reduction will significantly increase my driving time and impacts my kids getting to school. Local residents do not want this! Also your current statistics on crashes are not accurate as we have a lot less foreign tourists driving on the road, did you take that into account? We do not want the speed reduced, please upgrade the road instead. Put in more passing lanes.

Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>Where to start? Halswell to Taitapu. Unfortunately lack of planning and road development has resulted in the need to reduce the speed limit along this stretch of road. The road is straight with good visibility However there are numerous tributary roads that feed onto the highway in this section with no markings or extra road width to allow traffic to turn safely both on & off the highway. There is also continual residential development along this section resulting in more driveways/access points coming on/off the highway. If there is no coordinated plan with the local councils to restrict access points off this road it is only a matter of time until the road in 50 km/h with numerous traffic lights. With forward planning there is no reason why this section of the highway can't remain at 80km/h for the foreseeable future.</p> <p>Taitapu to Little River: I still can't wrap my head around the thought process that lead someone to make the suggestion of 80 km/h let alone getting the idea implemented. This section of the 'state' highway is a perfectly acceptable stretch of open road. There are a number of well indicated corners and a number of straight sections for people to overtake. Unfortunately, there has been no development of this road in living memory. An overtaking lane or pullover bays would be a welcome addition to allow slower traffic pullover safely and improve traffic flow. Some sort of occasional police presence in this area would greatly assist in reducing the number of vehicles that do speed on this section of the road. Once again had some planning been implemented then the current speed limit would not be an issue. Unfortunately, a lack in planning, no development, poor maintenance and no police presence on this section of the road has resulted in a number of accidents over the years. I feel that a limit of 100 km/h is an acceptable speed limit and that 80 km/h is nothing short of an embarrassment, perhaps a compromise of 90 km/h could be reached. From the numerous vehicles I have seen in paddocks I suspect a majority of accidents have resulted from excess speed (well over 100 km/h).</p> <p>Little River: Despite numerous requests from the community for the speed limit to be reduced in the township and NZTA responding with numerous denials it is good to see that your organisation has finally implementing this idea. To be honest it has been nothing but pure luck that there hasn't been a severe injury in the town. It is also good to see that the lower speed limit has been extended to past the Marae. I just hope that this followed up with some sort of enforcement.</p> <p>Cooptown to Akaroa: KISS, keep it simple stupid. The road from Cooptown to Akaroa doesn't have many sections of road to allow speeds to get very high so it probably a good idea to keep the speed limit relatively consistent outside of the townships. Keep the Takamatua straight the same speed as the rest of the road. Once again it is only a matter of time before there is a major crash at the valley road/highway intersection. I think 60 km/h from Cooptown to Duvauchelle and 80 km/h from Duvauchelle to Akaroa would be sensible.</p> <p>Consultation Process: I don't understand why NZTA goes through a 'consultation' process. When you request feedback from the public and you don't receive the feedback you want perhaps it is time to review what you propose. By the way, it is ok to admit when you have made a mistake.</p> <p>If you have never had any intention of making any changes as a result of the feedback then you are just wasting the public's time and taxpayers money which could have been spent on improving the road. Data: I</p>
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		<p>don't understand why your organisation hasn't willing to be more open and transparent with the information and data used to rollout this change. Statistics can be always be manipulated to prove whatever cause you are wanting to support and I have a strong suspicion that the crash data used by NZTA has been 'cherry picked' to support your proposal. I guess the benefit of not releasing this data as that claims like the above can never be proven.</p> <p>This whole process shows an organisation that is under resourced, underfunded, still using outdated technology, focused on urban centres, does not have clear planning, not able to think for itself and really not in touch with reality.</p>
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Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>I wish to submit on the proposed changes to speed limits on state highway 75. I am a long term resident and daily user of the road. I support the reduction in speed limit proposed for Tai Tapu Village and Little River. However I believe the proposed open road reduction from 100km/h to 80 km/h from Little River to Halswell should not be implemented.</p> <ol style="list-style-type: none"> 1. SH75 along with Shands Road are the only two remaining 100km/h arterial roads left in the east of Selwyn/Banks Peninsula. These roads must be maintained at 100km/h to maintain an effective commercial and commuter connection to the city and ports. 2. My experience is that slow vehicles cause the most frustration and dangerous driving as cars attempt to overtake campervans and boat trailers at inappropriate places. The proposed decrease will only increase this frustration. 3. Rather than decrease the speed limit NZTA should invest in slow vehicle passing bays and associated signage to promote usage of these 4. Consumer expectation is that state highways should be maintained and improved to a higher standard than local service roads. The current proposals feel to the local community that rather than invest in infrastructure improvements NZTA is attempting to save money by reducing speed limits hoping that this will fix an infrastructure problem 5. I note from the feed back that most comments echo my own. I am interested if this consultation is meaningful and note will be taken of regular long term user views. <p>Please let me know the outcome of this submission and if there is an opportunity to speak to this submission.</p>
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>Not that it will matter, I am a Diamond Harbour resident with around 20 years emergency response. Yes I have been to quite a few local incidents on Peninsula roads.</p> <p>My submission is that in my (and most of the community I have spoken with) view that local speed changes in and around Diamond harbour are sense less, confusing and will lead to more not less incidents. Typical examples:</p> <ul style="list-style-type: none"> 60km restrictions as vehicles leave 80 zones to go up hill 60 zones before 80 on downhill sections 80 on a straight road forcing vehicles to speed etc <p>There appears to be untrained NZTA staff with no knowledge or experience of road safety simply making rules because the road toll is too high. The road toll is too high but my submission is that based on the changes to date we need to review the process and get people who know what they are doing, that actually listen and make changes to reduce crashes not simply frustrating motorists into rash decisions or forcing police to lose face maintaining senseless speeds set by people who do not know what they are doing! The only practical thing NZTA have done to reduce the road toll locally is not maintain the road.</p>

Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>I DO NOT SUPPORT</p> <p>The speed limit change from Halswell to Little River. This section has well signposted corners and any lowering from 100 to 80 kph will simply increase the congestion by 25. Congestion = frustration which leads to poor decisions.</p> <p>I SUPPORT</p> <p>The speed limit change from 60 to 50 at Little River</p> <p>The speed limit change from Cooptown to Barrys Bay to 80kph</p> <p>Comments</p> <p>I travel this road often and the current speed limit Halswell to Little River is correct. Any lowering of the speed limit will simply increase the number of cars on the road at any given time. This means greater congestion, risky decisions. This is confirmed by the significant increase in driver behaviour since boarder closure and decreased numbers of cars on he road. Corners are well sign posted with very conservative recommended cornering speed. More signage would be helpful advising drivers to check in their mirrors and let people pass.</p>
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>This change of speed limit between Halswell and Tai Tapu is ridiculous. It's basically a straight road and in our 36 years living in Tai Tapu there have been few accidents on this stretch. The majority of incidents occur on the windy road to Akaroa. Changing the limit, in my opinion, will increase the danger of driving from Halswell to Tai Tapu. People will get frustrated at that speed, especially when you get some who travel under the speed limit. That creates dangerous overtaking maneuvers. By all means lower the limit around the winding road with sharp corners further along, but leave the straight road between Halswell and Tai Tapu alone!</p>
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>State highway 75 should stay the open road speed limit 100 From Halswell to Little River. Little River to Akaroa suggested reduced speed limits sound sensible.</p>
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>I am amazed that you are considering dropping speed limits on the complete journey from Christchurch to Akaroa. I recently travelled this road and don't see the need to reduce the speed limit on roads that include many straight pieces of road interspersed with a few corners. I accept that the road over the hill could drop to 80 mph as it is windy.</p> <p>I don't understand why I should be penalised as a driver for those who are not competent driving in New Zealand conditions. It seems to me that one of the problems is the licensing system whereby people get a license without showing much competency. Our licensing system needs to be more robust and demanding so that ultimately we have better prepared drivers on our roads. Dropping speed limits on good driving roads is like putting the cart in front of the horse. It adds to people's frustration and leads to many dangerous situations. Our pace of life has evolved and dropping speed limits isn't going to change people's habits. I guess you will</p>

		just go ahead and drop the speed limits because it seems that this has already been decided and consultation is just a tick box exercise so that you can be seen to do the right thing. At least the govt will benefit from the money bought in by the speed fines.
Organisation	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	Lyttelton Port Company (LPC) is the largest international container port in the South Island, and the third largest in New Zealand. In FY2022, we forecast container volumes through Lyttelton will surpass 500,000 TEU for the first time. Norwich Quay and Gladstone Quay are the key access points for vehicles, including trucks, into the Port of Lyttelton. Currently, this roadway facilitates four separate access points for vehicles into the Port. All access to the Inner Harbour cargo berths and the Container Terminal by road are facilitated from either Norwich or Gladstone Quay. LPC also owns and controls the final part of Gladstone Quay, for around the last 150 metres before the main security gates to the Port. The purpose of this letter is to make clear that LPC strongly supports the reduction of the speed limit on SH74 Norwich Quay/Gladstone Quay to 40kmh. We anticipate no adverse operational impacts from such a change. There are two pedestrian crossings on the road, and we expect with the opening up of direct pedestrian access from Norwich Quay through Sutton Quay to Te Ana Marina pedestrian volumes on the crossing controlled by traffic lights will increase. We are also concerned that the uncontrolled crossing at the Norwich Quay/Oxford Street intersection is close to a corner making visibility difficult, presenting a risk for heavy vehicles if the speed remains 50kmh. We also note that while the section of Gladstone Quay LPC controls is close to a hard stop at gates, the speed limit is only 20kmh
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	Please find attached my submission on the proposal to reduce speed limits between Christchurch and Akaroa. Please feel free to contact me directly on the cell phone number below or by reply email if there are any points that you seek expansion or explanation of. *(ATTACHMENT UNABLE TO BE OPENED - ASKED CUSTOMER TO RESEND BUT NO RESPONSE)

Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>I strongly disagree with the speed changing from Taitapu to Halswell. I have lived in Taitapu for over ten years and commute into Christchurch everyday. My husband farms in Taitapu so this is my permanent home. The traffic to town has become so bad over the ten years, making it very difficult to get to work. Dropping the speed limit is going to create another barrier. People in Taitapu will become isolated from Christchurch and will have to give up employment or face a lengthy commute. This is not reasonable. Adding another boundary is not reasonable. On a personal basis, I do not have a choice as a Surgeon but to work in town. Therefore, I will need to consider splitting up my family and moving into town/ giving up employment or continuing the long commute. There are several Doctors in Taitapu who will find it difficult to get into the hospital in the 20min allowance they have in emergency situations if the speed limit is changed. These include s 9(2)(a) [REDACTED] amongst others. The traffic has already become so bad that this change in speed limit will be the straw that breaks the camels back! The Taitapu-Halswell Road is safely driven at 100 Km per hour and should not be reduced to 80 Km/hr. It is a very straight road which a car can maintain adequate control at 100km/hr. The road is also wide enough to drive at 100km/hr. I have no strong feelings on the road to Little River and on to Akaroa. However, I do agree with dropping the speed limits on the winding parts of the road. We have had several cars drive into our farm fence at the 65km/h bend just after Macartney's road on the way into town. On the winding parts of the roads, I agree that people do not manage their speed well and that the speed limit should be reduced.</p>
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>Like many many people have all agreed, lowering the speed between little river and taitapu from 100 to 80 is absolutely ridiculous. It's only going to cause more frustration to commuters. Dumbing down drivers doesnt fix problems. Police the road better and get contractors who can actually fix the road. Grit it correctly during winter. It seems the majority of daily commuters are happy with the speed limit but NZTA seem to think they no best and push it through anyway. Where has democracy gone?</p>

Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>My husband and I commute daily from Little River to Christchurch and regularly witness appalling driving and risky overtaking, the speeds at which motor cyclist overtake is terrifying. As such I would like to submit my feed back. 1. The 80km limit from Tai Tapu to Little River: I do not believe all motorists will adhere to the 80km limit and as such there will increased overtaking as the non-compliant drivers overtake the compliant drivers. I feel a better option is keep the road at 100km maximum. I have been told passing lanes are not an option as there is no land available (I also think passing lanes are an area of danger) however, there appear to many areas when the land could be adapted and be used for the slow vehicles to pull over. I understand the vehicle slowing to pull over will slow the traffic but it is then out of the way. I tow a horse float and look for safe, flat gravelled areas to pull over to allow traffic by and they are very lacking on this stretch of the road. Whilst there are plenty of grass areas along the section, you cannot see how rutted they are and in the summer this is a fire risk. Gravelled sections of the grass verges and having signs to inform they are pull-in areas would be a good solution. In addition signs requesting drivers travelling under 80km to pull over would also help.</p> <p>2. I think the speed limit should be reduced to 60km before Little River. There is a stretch known to the locals as the mad mile (a straight stretch of road starting at Little River Vets & catery towards little River) which is a safe overtaking area so I feel this should remain at 100km, but at the first bend I think the limit should be reduced to 60km as from this point on there are many blind bends and this area is often icy during the winter and many cars slide off the road from this section.</p> <p>I am keen to know how the speed limits will be enforced - I would suggest fixed speed cameras that measure average speed are a good option, They work well in the UK for encouraging drivers to stay within the speed limit and they will also generate revenue to keep the road maintained.</p>
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>I understand the simplicity, financial savings and appeal of changing a few speed limit signs. You get to show your concern for the community, and at reasonable cost. And no doubt you have considered all the arguments about safety and passing and speed and frustration. One thing you may not have considered, however, is the current socio-political climate. New Zealand, and the world in general, is becoming very antagonistic towards being locked down, so locking down road use is highly likely to be met with antagonism. Doubtless you think that you will simply steamroll any antagonism by enforcement, but criminalising the behaviour of decent, reasonable people is a very dangerous path to go down. Many people I know have angrily maintained that they will ignore the new limits, and these are the "locals" which, you say, without evidence, are in favour of the speed reductions. You may find yourselves in the midst of an angry pushback against what many see as authoritarian infringement of people's rights. Of course you have to do something: backing down is not an option. The best solution in this situation would be to make some dangerous stretches of the road 80 km/h and others 100. This would show your concern (tick that box), but also indicate that you are not being utterly unreasonable, which is the perception among many locals at present.</p>

Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>I'm keen to give feedback on the proposed speed limit changes. Although, I'm sure you are trying to do your job to make sure there are less deaths on the road, I think your approach is flawed. Your assumption that reducing speeds all over our peninsula roads is not going to correct the unsafe driving of those who are causing the accidents/crashes. Those drivers will continue to ignore the speed limits and to drive in a manner that suits them! My wife and I are regular travellers from Takamatua to Christchurch and the vast majority of drivers are perfectly safe driving at no more than 100kph. The vast majority sit around that 100kph level on the straighter sections, reducing as required on the curves and bends. Dropping the speed to 80kph from Halswell to Akaroa is unnecessary and will have flow on effects including:</p> <ul style="list-style-type: none"> a) creating a situation where law abiding driver will likely exceed the new (ridiculous) level on the straighter sections b) it will create driver frustration and the likelihood of more dangerous passing actions c) Christchurch people will be reluctant to drive to Akaroa because of the frustratingly slow speed limit, thus impacting on the economic wellbeing of Akaroa businesses I would see some sense in changing the speed limit to 80kph from Lake Forsythe to Akaroa, even though I've only ever seen dangerous situations in the passage from the lake to Little River when motorcyclists overtake with excessive speed in sometimes questionable circumstances. Clearly some of these motorcyclists are intent on pushing their bikes to maximum performance on the windy sections, often giving motorists serious concern for their wellbeing. On the side roads, I don't see the need for blanket speed limit drops from 50/70 to 40kph. It's obviously an easy way to be seen as providing safer roads, but it is just not necessary from my observations in the countryside. Again, it will likely only increase the number of sensible drivers exceeding the speed limits. An example is the Takamatua Valley Rd which my wife and I walk on regularly. We always feel perfectly safe on the road and have never witnessed unsafe travel under the current 70kph limit. Sadly, I suspect the proposed changes are NZTA's response to the poor state of SH75. The road has patches everywhere and GSL has been making an appalling job of mending areas in need . I emailed NZTA a couple of years ago expressing such concern and Downers responded with complete agreement! On top of the poor repair status, there has been inadequate policing of SH75. The apparent answer, make everyone drive ridiculously slower at 80kph!! I appreciate that you are seeking public feedback regarding the proposed changes, but I strongly believe the proposals need to be seriously adjusted to reflect reality.
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Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>I wish to respond to your proposed speed limit changes between Chch and Akaroa. I am a permanent resident living in Akaroa for 7 Years +. I hope to be living here for at least another 10-15 years! I travel to Chch once or twice a month in order to go to specialist appointments and buy provisions which cannot be catered for in the village of Akaroa. So the trip to 'town' along SH75 is a critical service to me. I own a modern 2016 family car which can do the trip at the current speed limits in about an hour and 20 minutes. As a retired elderly person I drive safely and do not exceed the current speed limits along the route. I can accept your intended maximum speed of 60 kl/hr over 'the hill' as going up either way you cannot reach that speed anyway. Down hill both ways there are stretches where to keep the vehicle (while coming down on engine/resistance) at 60 one would need to do lengthy foot braking. Occasional 70 or so is easily manageable. My main concern is the proposed 80 k/hr between Tai Tapu and Little River. For the most part this is a flat road (echoing the flat bicycle 'Rail Trail' pathway) with a few hard turns around the volcanic flow outcrops. These already have recommended cautionary speed signs down as low as 55 klm/hr which I usually adhere to, if but another 5 klm/hr greater. To make this trip at 80 is simply too low. A 90 klm/hr limit would be more appropriate. On occasions the safety of the road is reduced by having to speed up to pass slower campervan / summer holiday traffic. At 80 there will be nowhere to pass slower vehicles. Likewise the existing flat and good quality road section between Tai Tapu and Halswell could safely be 90 klm/hr. Either side of Tai Tapu would become known as a 90 k area. Which brings me (in my view) to the real reasons why SH75 has such a high accident/death rate. There are no dedicated passing lanes (except for a couple going over 'the hill'.) The condition of the road is not up to highway engineering standards. Multiple non-safe patches after patches done over the years. Shoulder slumps that affect your steering when trying to keep left. Rough, uneven and changing seal. etc. The length of road as you enter Akaroa would better be at 50klm/hr (not 40 as proposed) so that you transition down to 40 klm/hr (as you intend to make) the main roads in the village past the current 50 k/hr sign. The narrowness of the roads in the village usually keeps vehicle speeds down anyway. I also travel to and from Duvauchelle every week so the Takamatua straight should be set at 80klm/hr to avoid lengthy braking (down to 60) in a modern vehicle. Finally I am also aware of the possible flow on effect of the full speed limit reduction along SH75 route, being an increased cost to consumers of goods that need to be freighted from Chch. and extra time charges by Trades people coming over to do contract/repair work. I attended your presentations and although you had maps showing accidents, I never saw any analysis of actual accident or causes of death, on a historical case by case basis. I am left wondering if most of them were motorcycle crashes, how many were due to poor overtaking events, lack of passing lanes, steering issues through bumps/slumps and pot holes, etc. Under your current proposal having so many changing speed limit sections along the full route of SH75 is going to make it confusing. But having said that I don't think it needs to be so restrictive as to be 60 or 80 the whole way. Reduced speed limit signs are NOT going to stop motor cyclists racing over the route and taking risks going round corners or doing faulty overtaking maneuvers.</p>
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Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	I feel that 80 kmh is too slow. It's a good road and I have lived out there for 16 years. Maybe 90 kmh may be a good idea . I have driven on the safer speed road in the Waikato and they seemed like a good idea. I have 2 vehicles that are 6 speed manuals and I cannot even get into top at 80. Also I sometimes cart materials home from town and just do 80 and it's painfully boring. And the road from Halswell to Tai Tapu is boring enough at 100 and at 80 seems to take an eternity. Not all of us use that road for a joyride and it's just going to make the commute to town take longer than it does for us that live out there.
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	Of all the accidents on these roads I know of only one were the vehicle was going below the 100k speed limit and they struck ice,ever other accident was way above the 100k limit and crashed. don't blame the 100k speed limit blame the usles driving. Maybe the drivers license need to be looked at every 10 years then we will get people who can pass a driving test ,at the moment there is a 93percent failure rate , don't blame the road.
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	I see that once again the NZTA has ignored the public consultation process and are proceeding with lowering the speed limit to 80 km/h between Tai Tapu and Little River. To often now the public consultation process is being used to simply pay lip service! Owing property in both Christchurch and on the peninsula I strongly disagree with this childish approach to 'road safety' and request that the speed limit remain at 100 km/h between Tai Tapu and Little River. Like most sensible drivers I drive at a speed that is determined by; road conditions, weather, other road users including cyclists etc. Just because the limit is 100 km/h it doesn't automatically mean that every section of road should be traveled at this speed.
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	State Highway 73/75 Christchurch to Akaroa. Q1. Are there are any other factors we should consider when making a decision on the speed limit changes proposed? There are several factors that should be considered as listed below - Multiple speed limits are confusing and easy to miss, why not simplify to 100kmph from Taitapu to Little River as the road is wide, free flowing and has good visiblity, 50kmph through Little River township as the road has a lot of pedestrians, 70kmph from Little River to Akaroa - The road is one of the most popular motorcycle rides in Canterbury, it should not be sanitised because of people who are not competent to drive on hilly roads. - Speed limits should be designed for competent drivers on a good day, the road code clearly states you must drive to the conditions and reduce speed if required. Q2. What is your experience of speed and safety through Takamatua Straight and using the intersection? I have never had an issue with the Takamatua straight, you do need to be mindful of side roads but this is the case on all roads. The only issue in my opinion is that in the past cars used to have to speed up on the straight to get up the hill without the need for changing gears, for modern vehicles this is not a problem (even cars with manual gear

		<p>boxes it is easy enough drive up without speeding on the straight).</p> <p>State Highway 74 Norwich Quay/Gladstone Quay</p> <p>Q1. Are there are any other factors we should consider when making a decision on the speed limit change proposed?</p> <p>I have no problem with reducing the speed as Lyttelton due to the number of trucks and general foot traffic</p>
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>State Highway 73/75 Christchurch to Akaroa. Q1. Are there are any other factors we should consider when making a decision on the speed limit changes proposed?</p> <p>I strongly support all the lower speed limit</p> <p>Q2. What is your experience of speed and safety through Takamatua Straight and using the intersection?</p> <p>Cars drive too fast.</p>
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>With apologies I am a late starter to making a submission on this. My biggest concern on this is that it is based on a 2019 survey of speed limits that with covid 19 and shutdown of borders is now out of date. We moved from Christchurch to Birdlings Flat in 2018 and at that time there were some awful problems from cars and vans driven by overseas drivers who could not fully understand our speed signs. From Akaroa police came the comment that if a tourist driver saw a recommended speed sign on a bend they often thought that was a maximum speed to be travelled until the came across another such sign. Thus tourist cars in those days did travel at a unusually slow speed and readings taken would show a slower speed was justified without local knowledge. Today the same piece of road is travelled at about 85-95 kph with speeds of over 120 kph not uncommon and probably an average of 95kph in the morning and evening rush hours. If a speed of 80kph were to be put on the roads Christchurch to Akaroa the traffic would be slowed to a dangerous level. I do agree with some of the speeds but even in Little River there is no change required simply as with the amount of traffic about cars will slow to a sensible level, around 35 kph on busy days. If we are to stop people killing themselves on the road a more sensible road policing should be put in place. We cannot stop those wishing to from killing themselves, and the idiots who take on bends at huge speeds from driving off the road. Local drivers will say most bends on the road can be easily taken at 25 - 30 kph above the recommended speeds and do so regularly. I believe a speed change to 80 Kph will make the road a dangerous place as some obey the limit and most others don't. It would also add about 10-15 minutes for the trip to Christchurch wasting fuel at a time we should and are being asked to keep out footprint down. I could go on but are running out of time, 10:20 December 3rd. I may be contacted as required.</p>

Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	The current 100 km/hr zones between Halswell and Taitapu . and between Taitapu and Little River MUST be kept as is. Lowering these zones to 80 km/hr is utterly ridiculous. The majority of these zones are straight with great visibility and any slower corners are already indicated as such. I do not want NZ to be turned even further into a nanny state where the government continues to force these stupid unwarranted restrictions upon us. Please stop meddling
Organisation	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	Submission from Canterbury West Coast District Council of NZ Automobile Association. State Highway 73/75 Christchurch to Akaroa and Lyttelton Speed Limits Review. The Canterbury West Coast District Council of NZAA appreciates the opportunity to contribute to this consultation on behalf of our 236,000 local members. As reducing unacceptable accident risks is an objective endorsed by the AA we concur with the need for some downward adjustments. Our council supports the elimination of all the 100kph limits on the sections of the highway between Little River and Akaroa as much of this road is relatively narrow and windy, and current posted limits are generally higher than safe drivers would prefer to maintain. However, we believe an 80kph limit would be more appropriate on most sections as 60kph could prove unacceptably restrictive to many motorists who will be tempted into dangerous overtaking of more law-abiding travellers. We concur with the proposed changes from Little River to Cooptown and from Curletts Road to the Halswell township, as well as the VSL at Halswell School. While our council recommends retaining the current 100kph limits from Halswell to Little River or perhaps Birdlings Flat, we would also support a maximum 80kph on all Banks Peninsula routes. We agree that most Banks Peninsula roads are not up to 100 mph standard and probably will not be upgraded in the foreseeable future. While the AA's own research confirms decreases in fatal and serious injury accidents can result from lowering speed limits it also shows most crashes involve some form of lapse, error or mistake by the driver. This is often in the form of drivers simply not paying attention, drifting off, failing to mentally process what they can see, or making a misjudgement. It is our experience that such distractions or errors are more likely to occur when drivers are restricted to slower speeds on straight highways.
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	I would like to see the speed limit stay at 100km/hr. This is a standard speed limit, and people are fully aware that it is not possible to actually do 100 at all times, in all places, and road conditions and in any vehicle. People have to be able to make their own decisions on what's safe, or they will lose the ability to do so. They will start to think that if a limit is 80 you can do 80 no matter what, without actually having to think. People must drive with the expectation that they need to think and use their brain. If the speed limit was reduced, I would hope it was only a provisional change for one year. Then if the accident rate had significantly reduced as proposed, then keep the speed limit at the reduced level. However if there has been no appreciable change in accident rate, then the speed limit should be returned to 100km/hr as reducing the limit is clearly not reducing the accident rate.

Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>I live in Diamond Harbour, and am affected by the speed limit proposal of the section of state highway 75 between the Gebbies Road turnoff and Halswell. This section of state highway 75 is in very good condition and easily wide enough to travel safely at 100km on, and has a limited amount of traffic compared to many state highways. I see no need to reduce the speed limit on this section of the highway. I always travel (very safely) at the speed limit of 100km. I have young children in the car sometimes, and feel this is a very safe speed limit for this section of road, and as their mother and being very risk adverse when it comes to their safety, I would not put them at risk. 100km is a safe speed limit for this section of road. There is very, very little overtaking occurring on that section of road too because everyone travels at approximately the speed limit which I feel is a direct result of it being such a reasonable speed to travel on the road. With the speed reductions that have already been implemented by the council between the state highway 75 turnoff to Gebbies Pass and Diamond Harbour which have already increased the commuting time into western Christchurch from Diamond Harbour via Gebbies Pass, this further proposal to decrease the speed limit on the section of state highway 75 that I am discussing will further increase the commuting time, and to a much larger extent. This section of road is in much better condition and wider than the roads the council has already reduced the speed limit on, so while the speed limits that have already been reduced on this route are more understandable, the new proposal is not. And the previous reduction on the council road didn't have as much effect on commuting time, as some (but not all) of that section you couldn't travel much over what the new speed limits now are. However, that is certainly not the case with this new proposal, which will have a large (and as I see it unnecessary) further effect on the commuting time via this route. In addition, as it stands with a 100km limit, the commuting time to Halswell and nearby parts of Christchurch from Diamond Harbour is slightly lower than the commuting time via Dyers Pass. Decreasing the speed limit on this section of state highway 75 will cause more people to travel via Dyers Pass Road, which is a far more dangerous section of road than the state highway 75 section being discussed. This has a potential to lead to an increase in accidents overall. I prefer to travel via Gebbies Pass and state highway 75 when I am travelling to western Christchurch, because I feel like it is far safer than using Dyers Pass, and I use less petrol travelling that way because it is a straighter road and has less variation in altitude (less climb). Using less petrol saves me money and reduces the environmental impact of travelling. In addition to that, we have been advised that further road works on Dyers Pass Road will commence at the start of next year and last for up to 2 years. We have already had delays for a very long time with the major work that have already occurred on Dyers Pass that have only recently finished. Therefore having this speed reduction occur at the same time as the new work commence will mean that people that normally travel via Dyers Pass road will have one of the alternative options via Gebbies Pass become a far slower option, and more people than last time will simply have to travel over Dyers Pass while the road works are occurring and be forced to put up with the road works delays. Therefore decreasing the speed limit at this time is not an acceptable burden to be imposed on the Diamond Harbour community when there have been and will once again be considerable delays on one of the other main commuting routes.</p> <p>In addition, because the 100km speed limit is very reasonable on the section of state highway 75 being</p>
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		<p>discussed, I am concerned that as somebody who wishes not to break the law and will travel at whatever speed limit is decided on, others will not, and if the limit is changed to 80km they will pass me possibly dangerously (as there are no passing lanes on this section of road). I feel like my childrens safety will therefore be directly put at risk by the changes proposed. As it stands there is currently very, very little passing occurring on this section of road, as the vast majority of people do followthe 100km speed limit very closely. I am also very concerned that once the new Dyers Pass roadworks are finished and Dyers Pass will become used even more frequently due to the proposed decrease of speed limit on state highway 75 and Dyers Pass therefore becoming relatively more convenient, that the Dyers Pass Road will become far more dangerous when I travel that route with my children because of the extra traffic that will travel on that route. And by the same logic, the Dyers Pass route will also become far more dangerous to other users of the Dyers Pass road that are frequently involved in accidents on Dyers Pass Road especially cyclists and motorcyclists who are not so well protected by their modes of transport in the event of a crash. And this is all likely to occur if the speed limit on that section of state highway being discussed 75 is decreased to 80km. I do hope you can see my logic here, as I feel it is correct in regards to the effect these changes will have to decrease safety on both the section of state highway 75 road that is directly involved and also on Dyers Pass Road safety with the increased traffic that would then use that road as a result of the proposed decrease in the state highway 75 speed limit. In addition, there is currently a shortage of owner-occupied and rental housing in Diamond Harbour. Therefore I expect that as soon as more subdivisions become available they will be snapped up quickly and the population in the area will increase. This will cause additional traffic over Dyers Pass, and therefore by keeping the Gebbies Pass route more attractive to motorists by maintaining the 100km speed limit it will help keep the Dyers Pass road traffic from increasing as much. Therefore it will contribute to stopping the Dyers Pass road safety eroding as much while our Diamond Harbour population increases. Thank you for your time and consideration.</p>
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Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>I have put in a submission on the speed limit on the Christchurch to Akaroa Highway, I understand about the townships but putting a speed limit of 80kms per hour on the open road is bloody stupid. This is the American Green MP from Auckland the next thing will be side barriers and a centre barrier being installed. A few weekends ago I was caught up in traffic from the Birdlings Flat turn off to Tai Tapu, this line of traffic was about 2kms long, our speed was from 50k's to 80k's sometimes I was in second gear but as I looked back I could see another long line following us. Has I said in my submission you need to, increase the width of the road, passing lanes, remove the big bends, cut straight through the hillside, this the only way other wise people will do stupid stuff. The other point is You and the Government and the anti-car lobby and people who buy new cars are reliant on a 10 Star rating, sorry folks these cars crumple up the same as 30 year old cars, people think that they are safe. No they are not! New cars go like the krappa, the new cars are so lazy to drive. I have seen some near misses on this road, most people should not be driving. EXAMPLE I was coming around the bend heading towards Birdlings Flat at the café in Motukarara, I was in the speed limit, car on the side road late model went straight through the give-way stop and came in front of me by this stage I was increasing my speed not expecting the car on my left to go through the give-way stop, they saw me coming up on the right-side did not stop, they excepted me to give way to them. They were local not tourist. I hit my horn then dropped down 2 gears, at the same time I was breaking, I then went into second gear. They then took off and disappeared down the first straight overtaking everything in sight. I am defiantly going to get a dash camera now, I have had enough of this fucking shit from people who think they are good drivers, bullshit. I did not get there Rego/plate number but it was a late model car, white no more then 5 years old could anything from a Audi to a Mitsubishi or Holden. I drive a 20 years old Skoda Station wagon, black with a 5 speed manual gear change just love it. Has I said before, it is people not the car, I am 70, I have been driving for the last 56 years now, yes I have had my accidents and have learned from them, I have been driving trucks for the last 50 years so I should know something about driving, by lowering the speed down to 80km's we will be down to 60 km's per hour. What's next Taco boxes in our cars, go before a board of inquiry to why I was doing 82km per hour, sent to a re-education camp, publicly admit my guilt and put in a work gang in leg irons and braking rocks with a sledgehammer. I did not know that Starlin had come back from the grave.</p>
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<p>Organisation</p>	<p>SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay</p>	<p>Selwyn District Council Submission - SH73/SH75 Christchurch to Akaroa and SH74. Lyttelton Speed Review</p> <p>Thank you for the opportunity to make a submission on Waka Kotahi's proposals for reviewing speed limits on these highways. There is an approximately 16km section of State Highway 75 (SH75) through the Selwyn District area south of Halswell to Motukarara, including the township of Tai Tapu. Council is concerned how this key transport corridor between Christchurch and Akaroa will operate both safely and efficiently to cater for wider sub regional transport needs. This includes its interaction with Selwyn's local roading network that provides the connection between SH1 and SH75 south of Christchurch, and to Councils own townships like Lincoln, Tai Tapu and the Motukarara area. Council welcomes Waka Kotahi reviewing the safety of SH75 as part of Road to Zero, but feels there is an over emphasis in attempting to provide safety gains by relying solely on blanket speed limit reductions. This is in relation to reducing the current 100 km/h speed limit between Halswell south and Little River to 80km/h. This is seen as overly onerous and unsuited to this section of SH75 on a 24/7 basis, as also being expressed by current public opinion to this proposal. It is Councils opinion that the blanket lowering of speed limits will be likely be ineffective to solve the some current problems, such as with errant motorists, who will likely disobey any speed limit at the inconvenience of the majority of other road users - particularly those who regularly commute between Akaroa, Selwyn and Christchurch. Council is very concerned that a blanket reduction to 80 km/h on SH75 will encourage people that would normally use SH75 to instead use our adjoining local rural network to avoid this "imposition", creating corresponding road safety issues where Council is unable to cater for this. Council encourages Waka Kotahi to "engineer up" the route to retain the current 100km/h by providing safety improvements such as improved signage and delineation, side barriers and passing bays that can cater for the wide range of users that travel at different speeds such as commuters, trailering vehicles, tourists, buses and freight etc. The reduction of speed limits could be better targeted to specific areas of this section of SH75 were this maybe more difficult to achieve. Waka Kotahi is also encouraged to consider using technology such as variable speed limits to reduce the current 100 km/h speed limit at higher safety risk peak times, e.g. busy holiday periods which is seen as a better targeted approach. Council welcomes the inclusion of the proposed Tai Tapu School Zone however it requests that the current 50km/h through Tai Tapu is extended further north, as has been subject to many requests by Council in the past to Waka Kotahi, towards Golf Links Road. It is also noted on the projects web site that: "The Council is proposing speed reductions on some local side roads adjoining SH75 in Motukarara, Kaituna Valley, Little River, Cooptown, Duvauchelle, Ngaio Point/Robinsons Bay and Takamatua."This Council is not currently proposing any comprehensive speed limit reductions on its adjoining local roading network with SH75, and is unaware of any discussion on such matters with Waka Kotahi.</p>
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<p>Organisation</p>	<p>SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay</p>	<p>SH 75 Christchurch to Akaroa Speed Limit Review (Waka Kotahi NZTA) Date: 19 November 2021. Standing: Halswell Residents Association (Inc.) is an incorporated society and a registered charity, and advocates for the interests of people in Halswell. Activities are largely carried out by a Committee of 6-8 members, which holds monthly meetings open to the public. For submissions such as this, a draft is circulated to our committee and consensus obtained before the final version is submitted and minuted at the next monthly meeting. The Association Chairperson is John Bennett; the Co-Secretaries are Adele Geradts and David Hawke; and the Treasurer is Matthew Shallcrass. The Association can be contacted by email at secretary.HRA@gmail.com We restrict our Submission to the Halswell area, beginning at the intersection with Hendersons Road and ending at the intersection with Leadleys Road.</p> <p>Overall comments</p> <ol style="list-style-type: none"> 1. Two speed limit-related topics repeatedly come up in our discussions: <ol style="list-style-type: none"> a. The need for consistent, easy to understand (and remember) speed limits. b. The need for rigorous enforcement. 2. We return to the theme of consistency in our detailed comments below. 3. In terms of enforcement, the new role for Waka Kotahi in running the fixed speed camera system provides the opportunity for a much more systematic enforcement than presently. 4. We were therefore extremely disappointed to see that the transfer from NZ Police to Waka Kotahi with more speed cameras will not begin until 2023; see https://www.rnz.co.nz/news/national/452261/road-to-zero-campaign-hits-a-few-speed-bumps-with-slower-than-planned-roll-out The explanation that this delay is due to “the pandemic” is simply not credible, and looks to us more like an exercise in kicking the can down the road. 5. Finally, Waka Kotahi needs to set future-proofed speed limits, and allow for the ongoing population growth in Halswell. This is important for two reasons: <ol style="list-style-type: none"> a. Continually changing speed limits confuses drivers. b. Waka Kotahi has historically been extremely slow in responding to new situations, the retention of the 80 km/h limit between Augustine Drive and Dunbars Road being a good example 6. Finally, restricting safety-related changes to this Speed Limit Review is insufficient. Our original submission outlined much other work that needs to be done. This includes: <ol style="list-style-type: none"> a. Upgrading intersections at Dunbars Road, Sparks Road / Halswell Junction Road, Larsens Road, Glovers Road, and Candys Road. <ol style="list-style-type: none"> b. Providing a signalised crossing for bus passengers at the stop opposite Aidanfield Drive. c. Facilitating cyclists wanting to access Quarrymans Trail at the Halswell memorial. <p>These issues have arisen because of the increased vehicle usage, and the work needs to be done now.</p> <p>Hendersons Road to Augustine Drive</p> <ol style="list-style-type: none"> 1. We are happy that this section remains at 50 km/h. Augustine Drive to Dunbars Road 2. We support the long overdue reduction of speed proposed for this section, but it should go to 50 km/h rather than 60 km/h.
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		<p>b. The right turns from Larsens Road and Glovers Road onto SH75 are difficult. The Glovers Road intersection is especially important in that it should provide a viable option for the increasing volumes of traffic from Cashmere Road and Kennedys Bush Road.</p> <p>c. We understand that Selwyn District Council is planning to convert Ellesmere Road into an arterial connection to take pressure off Springs Road. Such a connection will enter SH75 at Candys Road, and the ensuing city-bound traffic pour through Halswell onto Halswell Road and Sparks Road. In this regard, the Southern Motorway was built for traffic from Selwyn District, and that is where this traffic should go.</p> <p>4. We support the proposed decrease from 40 km/h to 30 km/h for the school zone at Halswell School. a. Children being somewhat unpredictable, vehicle speeds should be cut right back wherever there are large numbers around – and schools at school time are an obvious place.</p> <p>b. Halswell School does not see itself as being open to the community 24/7, so there is currently no need to extend the school zone timing.</p> <p>Candys Road to Leadleys Road</p> <p>1. There is a large, and growing volume of traffic from Sewlyn District, some of which comes uses Leadleys Road to get to and from SH75. a. Given the risk from southbound right-turning traffic accessing Leadleys Road, we think that the 50 km/h limit should extend to this intersection.</p> <p>2. Furthermore, the left turn onto Old Tai Tapu Road has large numbers of cyclists either making the turn, or continuing along SH75. This causes confusion for drivers, and a slower speed limit would help out</p>
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<p>Organisation</p>	<p>SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay</p>	<p>The proposals to lower the speed limit on and around SH 73, 74 and 75 are sound and probably overdue. Spokes would like the lower speeds extended to Summit Road and all roads that connect to it on the grounds that it is extremely dangerous to do speeds much greater than 60kph for most of those roads. A 60kph limit already applies on the Sumner Road between Sumner and Lyttelton. I can recall at least six fatalities (two vehicle accidents killing four in one accident and one in the other, and a cycle fatality in a separate accident) on the Sumner side of Evans Pass, and a recent 2021 vehicle fatality on the Lyttelton side of Evans Pass. Speed may not have been the only factor in all of these accidents but it was a factor in some. Sports & recreational cyclists use these roads a lot. A young lady, s 9(2)(a), was killed during Le Race in 2001. I will never forget passing the accident scene a few minutes after her crash. Slower traffic speeds may have meant this lady was still with us. Young people that live and holiday in these well-used bays deserve better than having motor vehicles trying to do excessive speeds in these environments. Spokes agrees that the speed limit through Little River township be restricted to 50kph as the township is often busy with cars & motorcyclists parking on both sides of the road and pedestrians crossing to patronise the various cafes and art gallery in Little River. Cyclists tend to park on the NW side of the road, but still often needing to cross the road. As to speed limit on the Takamatua Straight, the important consideration is that there is a clear 1.5m passing distance for vehicles passing cyclists and pedestrians. Spokes is ever hopeful and advocating for a law to set a safe passing distance past cyclists. As to Norwich Quay and other Lyttelton streets, Spokes supports a 40kph speed, as the distances are short, many of the streets are steep and narrow and faster speeds are unsafe - and hard to reach.</p>
<p>Individual</p>	<p>SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay</p>	<p>I wholeheartedly agree with the proposed changes. The road from Halswell to Tai Tapu is one I travel every few days to visit my elderly mother. Because the limit is 100km/h, people regularly travel at 120 km/h which makes it very difficult to enter into or exit from her driveway onto Tai Tapu Rd. There have been a number of crashes over the years and I fear for her safety every time she drives into Halswell. I believe reducing the speed limit will allow all drivers to feel safe on this road. There are also many other users of the road who need to reduce the flow of traffic e.g. caravans, farming vehicles, cyclists. When the traffic starts to back up behind these vehicles, some cars (usually large SUVs) become very impatient and make dangerous manoeuvres to overtake. If the speed limit was reduced, all vehicles would know that they just have to be more patient and that they won't be able to overtake at high speeds. Thanks for the proposal and I hope it goes ahead.</p>

Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>Please excuse the email, but I tried using the online submission process which was one of the most frustrating online experiences I've ever encountered, and then I tried editing the PDF feedback form but it won't allow me to paste answers longer than the box allowed for them. Please see below my comments on the proposal: I fully agree with reducing the speed limit in all the built-up areas through Halswell, Akaroa, Duvauchelle, Tai Tapu, and Little River to Waiwera Marae (which we have long campaigned for), Cooptown etc., and the lower speeds for school zones. I also think that SH75 between Cooptown and Akaroa should be reduced to 80kms in non-residential zones, but 60km may encourage dangerous passing by motorists used to taking it much faster. With regards to the proposed reduction of speed from 100km to 80km on SH75, I believe that just changing the speed limit is a much too simplistic approach, and will not reduce accidents as more people will simply pass those vehicles doing the speed limit. I get that it is the cheapest option, but as a resident I drive that road often in an older model van, and although I maintain the 100km speed limit where it is safe to do so, I still get passed often on any straights available, and I pull over at the many areas where there is space to do so. NZTA should be looking at those areas, and putting in 'pull over here' signs at the least, or turning them into slow vehicle lanes. At least one proper passing lane (on the 'mad mile' between Little River and Birdlings Flat) would also help reduce the unsafe passing on the shorter straights either side. Little River and all the townships also need the 'Your Speed' signs like the one in Tai Tapu. I believe these to be really effective as there are few vehicles that do not respond. Finally, there needs to be more monitoring of the roads. I live on SH75 in the centre of the Little River township, and the vast majority of traffic outside of business hours does not slow down to 60km. Outside of the township, many cars and motorbikes travel at far higher speeds than 100kms, but there are no permanent speed cameras on the route, and only rarely do you see a police traffic vehicle. Reducing the speed to 80km without any of these further measures will simply encourage more frustration and dangerous passing – it is a cheap, simplistic approach that will not increase road safety.</p>
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>Can you please LISTEN when you ask for feedback... The overwhelming voice this community has expressed is:</p> <ul style="list-style-type: none"> -Improved maintenance on road surface - MULTIPLE Pull over bays for slow traffic <p>- Enforcement of CURRENT speed limit between LR and CHCH, and an overwhelming majority said to leave the speed at 100 kms between LR and CHCH. You have asked for our feedback, but take no notice of it. We all want SAFE roads, not just a SLOW road that has had no safety improvements!! The damage this media attention has caused to all our local businesses is going to be devastating – with people not wanting to travel on this 'highest risk' road – unless NZTA invests in the above safety improvements that visitors can see have changed the state of the road. Without these improvements people are going to travel elsewhere for their weekend 'get away', causing economic downturn to our isolated, covid hit local business that all rely on visitors to the Peninsula.</p>

		<p>Our local community has submitted to NZTA pleading with them for road surface upgrades, implementing pull over bays for slow vehicles and enforcement of current road speeds. 90km/hr between CHCH and Little River the community could live with but 80kms is going to KILL our businesses and our community!!!</p>
<p>Organisation</p>	<p>SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay</p>	<p>Our community has been overwhelming with their feed back to us, The Little River Wairewa Community Trust. They are asking for - Improved road surface with better maintenance.</p> <ul style="list-style-type: none"> - Slow vehicles pull over areas between Little River and Akaroa. For example at Birdlings Flat turn off, there is a large, already sealed area off the road, that is a perfect pull over area for slow moving vehicles, but there is NO signage to let drivers know it is there, so they don't know they can pull over safely letting other following traffic pass safely. This group of cars will then all try to pass the 'slow vehicle' on the "Mad Mile". The addition of a few signs and the "mad mile" straight before the Lake could lose its name. - Enforcement of the current speed limit. Excess speed leading to accidents would be eliminated with an investment in regular speed enforcement. The media releases by NZTA, NZTA quoted reduction of road accidents when dropping road speed by 5%, but you are not dropping road speed by 5%.... you are dropping it more than 20%!!! We all want safe roads, but dropping speed alone does not help weekend congestion on our roads behind towing vehicles/campervans etc, With very limited overtaking options, leading to poor decision making - risking accidents. Love Little River group campaigned NZTA for "pull over" areas for over 4 years..... the answer has always been a flat "no". No money for these improvements. Pull over areas for slower moving traffic with good signage would dramatically reduce the accident rate on this road, but NZTA won't invest the money - changing the signs to 60 and 80kms is so cheap, that's the easy option to 'tick the box's. But that is not addressing the poor road surface condition and high traffic volumes on weekends and over summer holidays!!! The damage this media attention has caused to all our local businesses is going to be devastating – with people not wanting to travel on this 'highest risk' road – unless NZTA invests in the above safety improvements that visitors can see have changed the state of the road. Without these improvements people are going to travel elsewhere for their weekend 'get away', causing economic downturn to our isolated, covid hit local business that all rely on visitors to the Peninsula. NZTA please LISTEN to the feed back you have received, don't kill our rural isolated community, a reduction of the speed limit to 90kms (LR to CHCH) the community can live with, but this needs

		<p>to be combined with INVESTMENT in the infrastructure with of improved surface and maintenance and media promoting these improvements to UNDO the damage NZTA will do to the visitor number that keep our local business going.</p>
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Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>SH75 Speed Limit Review</p> <p>This submission is in response to the NZTA public consultation on the proposed speed limit reduction on SH75 from 100kph to 80kph. SH75 is a diverse corridor with quite differing speed environments. I agree to the proposal to reduce the speed limit from Little River to Akaroa to 60kph, the road is windy and narrow with steep drop offs in places and the alignment would not generally allow higher speeds anyway. The section from Christchurch to Little River, however, generally consists of long straight sections of road where a permitted speed of 100kph would be appropriate. I do not support to proposal to reduce the speed limit from Christchurch to Little River from 100kph to 80kph. The road from Christchurch to Little River is generally flat and straight, albeit with a few substandard curve alignments. However, the condition of the road surface is poor, with many areas of little or no surface texture, wheel track rutting, and localised patch repairs where the pavement has failed. This can lead to unsafe road conditions with no skid resistance, water standing in the wheel tracks, and loose chip and pavement gravel. This clearly demonstrates an historic underinvestment in road maintenance and renewal activities. Attached in Appendix 1 are a few images showing the current condition on parts of SH75.</p> <p>In response to this underinvestment, NZTA refers to a lack of available funds. It is apparent that the reason the road is in poor condition is not a lack of funds, but a lack of effective business case planning and robust funding applications to obtain the necessary funding to maintain the asset at current good standards. There has been significant historic investment to initially build, and then improve and maintain the road network to meet modern day requirements, and to see a reduction in functionality such as a speed limit reduction is disappointing, and indicates an unnecessary lack of current day reinvestment in this asset. Speed reduction is a blunt instrument to attempt to mitigate issues relating to other hazards, such as locations of substandard alignment, deferred maintenance and poor surface condition. Can NZTA advise the community why a more targeted investment to address substandard road maintenance and poor curve alignments is not being undertaken. Anecdotally, whilst attending an accident along Lake Forsyth on 14 July, the first responders had difficulty standing and walking on the road surface due to the presence of ice. This supports the comments above relating to the lack of investment to address surface texture and wheel track rutting deficiencies, leaving sheets of ice over a smooth bitumen surface. A speed reduction would not manage or mitigate these hazards to an acceptable level, the pavement deficiencies still need to be addressed. The Akaroa to Kumara Corridor Management Plan references pavement strength as being particularly poor, and this would allow water/ice to hold in wheel track areas as noted above. Given this study was published in 2018, why have some of these critical safety matters not been addressed? It also refers to safety improvements (pg 36, table 5) being included in the NLTP. It would be useful for the community to know what these improvements will be to allow a more well rounded engagement to occur. As part of this engagement process, NZTA has provided a file referencing “Six Graphs that Tell the Story”. Graph 5 shows BCR’s for various intervention tools. Speed enforcement cameras provide a better benefit-cost ratio than speed limit reductions. Can NZTA advise why a less effective intervention is being considered rather than the speed</p>
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		<p>enforcement cameras. Has a Benefit to Cost assessment been completed showing how any benefits from a speed reduction initiative offset increased journey time costs, and how does this compare to other BCR assessments on the network. Has such an assessment been completed and is it available? The NZTA has repeatedly asked whether people would be “happy to spend an additional 5 minutes driving to save a loved ones life”. This is an emotive and premeditated approach, and attempts to distract from numerous other matters of safety on the road network. Could NZTA please maintain the road to the expected level to save a loved ones life? Consultation with the community appears to be limited and low key. The drop-in afternoon at Little River school had very little notification, and this led to a minimal turnout. There has been little proactive engagement with community groups such as the Little River Wairewa Community Trust. I have not compared this process to the minimum consultation requirements NZTA are expected to conform to, however there is scepticism within the community that this process was trying to be driven ‘under the radar’ and with minimal public awareness and feedback. Christchurch City Council is currently in the process of reducing speed limits on a number of local roads on the Peninsula to 60kph and lower. However, the roads that come off SH75 between Christchurch and Little River (Prices Valley, Kaituna Valley etc) do not appear to be subject to the same reduction. This will lead to a confusion in perceived hierarchy and possibly poor judgement decisions where the lower grade local road will have a higher speed limit than the adjoining state highway. I have included images below in Appendix 2 of some roads near Christchurch that are 80kph. They have no sealed shoulder or edge line, the lanes appear to be narrower, and there is less separation from off road hazards and boundaries. SH75 from Christchurch to Little River does have edge lines and a shoulder, and the speed environment feels like a 100kph. Setting SH75 to 80kph would lead to driver confusion, especially if local roads have a higher speed limit. As outlined above, there are numerous reasons why the proposed reduction in speed limit between Christchurch and Little River is not a good decision for the community, and as a result, I oppose the proposal to reduce the speed limit. Thank you for the opportunity for provide feedback in this process. *(REFER EMAIL ATTACHMENT FOR PHOTOGRAPHS)</p>
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Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	Thank you for this opportunity for feedback on reducing the speed on this road. We live in Robinsons Bay and the speed the motor bikes (most/95%) and some cars are excessive. We would like to see the speed reduced to 60km from Barrys Bay to Akaroa. This is a clear signal this road isn't a race track. It's also about creating a safe road for us to bike / walk to Akaroa. The road needs to enable all road users to be safe. It currently isn't safe so a reduction to 60 km would make the road safer for all.(there's no safe road verge or footpath) We need to be able to use alternative ways of travel so this speed reduction will enable this and the cost would be minimal in comparison to building a shared path. When implementing the new speed reduction areas can this be enforced. Currently the motor bikes are travelling well above 100km and there's minimum enforcement between Barrys Bay and Akaroa. Thank you for considering our submission for a blanket speed reduction between Barry's Bay and Akaroa 60km.
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Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>Having worked on the Safe Roads Programme for 2 1/2 years I understand the importance of road safety and the application of appropriate speed limits on our national road network. As regular weekday commuters we observe generally good road use behavior with the people travelling to and from Christchurch for work respecting the conditions, the road and other drivers. I can't speak for the behaviour of motorists after 5 on Fridays and weekends which I suggest contribute to the accident / injury statistics. Penalising commuters by adding an additional 15 minutes to our safe single journeys is unfair. I believe that more insightful education of road safety will reduce the road toll and certainly reduce the accidents on SH75. At your drop-in session in Akaroa a few months ago we looked at the statistics presented, motorcyclists play a reasonable part in the accident statistics yet there is very little actual interaction with motorcyclist travelling to Little River / Akaroa. This is simple undertaking as they mostly end up at either of 2 venues (Little River Cafe and Bully Hays in Akaroa) where there could be signage or interaction to remind them of the dangers of road use. I see motorcycle Police officers pass these venues but I've never seen the officer stop and engage with motorcyclists... The television advert campaign for motorcycle safety is excellent. The roads condition and maintenance: For years we had buses travelling the distance to service the cruise ships while they visited Akaroa, I enjoyed seeing the big ships in the harbour and also didn't mind the additional road users... its a pretty part of the world that should be enjoyed by those who make the effort. But the buses (in addition to the general vehicle use) took their toll on the road, which hasn't successfully been remedied. The condition of the road and the irregularity of the (un)planned maintenance is a key issue. The road surface is (in many parts) in poor condition with cold tar being added to fill potholes, this obviously not lasting long as it plucks out and is again refilled using the same material over and over again. We have TMP erected at locations requiring repair for weeks with no work taking place. This clearly frustrating road users. One of contributing factors to the accident stats is the poor condition of the carriageway, an example was last summer a motorcyclist was air-lifted from Barrys Bay as the rider had hit a raised ridge in the middle of the lane this formed from a recent patch repair that had lifted in the hot weather - cold tar again. Debris on the road, fallen rocks and vegetation which remains for long periods of time, sometimes with a hazard sign located in front of the debris identifying the hazard, which remains for weeks until the work is carried out. The reactive maintenance certainly isn't planned with roadside channels being cleared through winter as apposed to prior when its easier to operate when the channels aren't active with stormwater. Working on sections of SH75 for a few days then relocating to a different section many kms away for a further duration, then relocating back to where they were the week prior... simply doesn't make sense. Some work has been done to improve roadside drainage but this is an ongoing issue with the same areas suffering flooding repeatedly, this also contributing to the failure of the carriageways formation and surface. When we get adverse weather specifically at the Hilltop the former contractor would park there overnight to keep the road open and provide assistance, the current contractor is no where to be seen. An example of the contractors actions the sign at the intersection of SH75 and the Summit Road turn-off at the Hilltop (literally adjacent to the contractors yard) was replaced some time ago, lets say 8 months. The contractor had replaced the timber post but left the previous signs concrete footing / block -</p>
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		<p>size 400mm x 400mm at the base of the new sign which is just off the active lane. Its a hazard and its still there. My point being that the maintenance is definitely a contributing factor to the accident statistics, if the condition of the road improves the numbers will drop. Comments regarding speed / safety past both Halswell and Tai Tapu schools which are already restricted don't seem relevant to the open road speed limits. SH75 between Tai Tapu and Little River a relatively straight section of road with good visibility and very few intersecting side roads, reducing the speed limit will increase road user frustration with cars unable to pass within the bounds of the law. As a farming community we are serviced by a number of heavy vehicles, these will potentially be travelling at the proposed 80km/hr with a line of cars travelling behind them... again adding to driver frustration. Reducing the speed limit between Cooptown and Duvauchelle to 60 km/h simply doesn't make sense, are you suggesting this is directed at the motorcyclists? as mentioned there needs to be education / signage to identify the dangers of motorcycle riding. Reducing the speed limit won't prevent poor driving education will. I understand that our roads have higher numbers of vehicle movements but we take driving vehicles for granted yet they are the most dangerous things we interact with on a daily basis... increasing travel times, increasing driver frustration and slowing our state highway activity isn't the answer. Engaging with motorists, education and signage, fixing the carriageway, adjacent drainage and vegetation and keeping it maintained will definitely provide a reduction in the accident / injury statistics.</p>
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Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	Proposed schools areas are good idea. Most of the rest should remain at 100 kph. I expect you would find that most crashes are the result of people greatly exceeding the limit. Changing the limit penalises everyone else for a few poor drivers that ignore limits anyway, and will still use vastly excessive speeds. Stop trying to have everyone crawling and getting frustrated. Roads are for transport and many highways in NZ are well capable of carrying traffic at 100kph. Targeting the rash few would be better for everyone than continually reducing speed limits. We would probably have no deaths if everyone walked in front of their vehicle with a red flag, but we have moved on from that sort of ridiculousness. The speed limit of 100 kph has been in vogue for many years and whilst we now have more traffic we also have much better roads, and much safer cars. Slowing everybody to a walk is frustrating, means people are on the road longer than necessary. And are driving more distance when tired. I think that you are making more problems by these continual alterations, and creating total confusion and uncertainty with drivers. It is therefore little wonder that the road toll is not reducing.
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>State Highway 73/75 Christchurch to Akaroa</p> <p>Q1. Are there any other factors we should consider when making a decision on the speed limit changes proposed?</p> <p>The existing feedback you have had via https://nzta.mysocialpinpoint.com/chchtoakaroa-speed-consultation/ has a lot of comments expressing concern around the severity of the reductions you have committed to. I say committed because the process is phrased completely around you having decided the course of action already</p> <p>I have seen no attempt to respond to the common issues that appear in that feedback:</p> <ul style="list-style-type: none"> - Suggestions for additional/improved passing lanes - Commit to actually funding the maintenance and improvement in the road itself - Improve driver capability - Likely driver response if speed limits are interpreted as inappropriate <p>Then I would like you to actually justify, with real data, why it is appropriate that the entire Halswell to Little River section needs to have the speed limit reduced. How many fewer accidents is that going to result in, and why</p> <p>Q2. What is your experience of speed and safety through Takamatua Straight and using the intersection?</p> <p>I have never had an issue with the Takamatua straight, you do need to be mindful of side roads but this is the case on all roads. Excellent. It is a straight downhill/uphill road with relatively low volume of traffic off the side roads in my experience. Investing in intersection warning lights when there is traffic on the side road might be appropriate but obviously more expensive than sticking up an 80kph sign. Finally this whole process feels like a bit of a beat up, it comes across clearly that regardless of the feedback the general concept is that the highway will be a maximum of 80kph and you are just seeing how much of it you can get away with lowering to 60kph. There is not really much 'road safety' about it. A genuine 'road safety' process would surely look much closer at passing lanes, road maintenance, driver standards etc.</p>

Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>The delay in receiving requested information of NZTA (received on the day submissions closed) has limited my opportunity to prepare a submission. Therefore I ask if the following comments are accepted as a submission. I support the objective of reducing deaths and serious injury on our roads.</p> <p>The data does not support a claim existing speed limits are the main contributor to deaths and serious injury. Driver behavior is with:</p> <ul style="list-style-type: none"> • Drug and Alcohol contributes a quarter to deaths and serious injury • Exceeding the existing speed limit an eighth • Inexperience, distraction and inattention making up close to another quarter. <p>Where are the initiatives - programmes to address and support improvement in these. Simply lowering the speed limit will not mitigate these deficiencies. Lower speed will reduce impact speeds and resulting damage however improving driver competency and behaviour will reduce accidents, and more importantly involvement and injury of innocent third parties. The large majority of drivers are competent to drive at existing speed limits and arrive safely at their destination. Lowering the speed limit is an inexpensive way of limiting the impact of the minority's poor driving habits rather than addressing the cause. A lower speed limit frustrates the competent, particularly regular users of the road. Cyclist safety. I both drive and cycle this road. There are a host of more valuable things NZTA can (and have been doing elsewhere) to improve the safety of cyclists. Increasing physical separation, continue messaging to cyclists around improving visibility to motorists and developing regulation to prohibit cyclists riding abreast when traffic is present. Invest in widening the shoulder and consider partnering the bike trail trust to improve the surface to accommodate road bikes. Motorcyclists - It is an epic ride. It appears the greater proportion of accidents are in areas on the hill and around the Bays where topography is undulating and road windy. This suggests motorists / cyclists driving under the speed limit, crossing over to the other side of the road, loss of traction or poor visibility. Again driver behaviours rather than speed hold the key to improved safety. I read a statement implying, a slower speed limit would not be as significant, as drivers were already driving slower than the present speed limit. This is subjective and misleading. Yes, median speeds average less. However this is a result of reduction of vehicle speed to negotiate the many tight bends. Arguments in support of proposals such as these need to remain objective. I understand a lot of what I am proposing is strategic and policy in nature and open to political influence. However I urge NZTA to petition governments to address the real issues impacting on road fatalities and injury, rather than tools that limit the impact of these. I and many other residents do not support this proposal and blanket approach. I/we propose alternatively NZTA lower gazetted speed on specific sections of road which have incurred disproportionately higher fatal or serious injury accidents. Increase signage, education and compliance to warn and educate drivers to improve driver/rider behaviour. Blanket lowering of the speed limit risks providing temporary cold comfort of improvement and risks delay progressing more effective long term initiatives. I would welcome the opportunity for further involvement and to be heard. Thank you for the opportunity to submit. Please deliberate wisely.</p>
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Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	I strongly disagree with the proposed changes to speed limit other than past halswell school and little river. This is still a motorway and doesn't make sense that most of the drive is at 80km. This also applies for the section of curletts road that is proposed to be changed - there are roundabouts that naturally slow you down here and again it's a motorway. The speed limit has been 60km through halswell for many years and with the width of the road I don't see why it needs to be reduced and the stretch from halswell to Tai Tapu is practically strait all the way (I can't imagine there are many crashes on this section of road).
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	My experience in the past is that these surveys are a box ticking exercise rather than a fact finding mission however I think you have got this one completely wrong so feel strongly enough to comment. I have owned a property at Pigeon Bay for forty years and travel the road in question at least weekly, often twice weekly. I am also a keen motorcyclist (I own an 1100cc Honda and a 1400cc Suzuki) but seldom travel this road by motorcycle. I have read your information and statistics and cannot see any statistics re motorcycle vs car accidents and deaths. The reason I seldom ride my motorcycles on this road is because the majority of motorcyclists who use it treat it as a race track and ride in such an unsafe manner that it is inevitable there will be a high proportion of accidents. I also suspect because of the bikes they ride, the gear they wear and the way they ride they are very inexperienced riders. Changing the speed limit will not stop these riders riding the way they do, more intense policing will. As noted I travel this road very regularly and see little evidence of policing, particularly on weekends when these suicidal riders are out and about. The road from Halswell (with the exception of Taitapu) to just before Little River is pretty much a series of long straights connected by gentle corners. There are many stretches of road in Canterbury which are more dangerous with 100kmph limits. I agree with many of the comments made which suggest lowering the speed limit will just cause further frustration on the roads. With respect to the suicidal riders they will just move elsewhere taking the problem with them. I would suggest that if you analyse your figures there are a high proportion of motorcycles involved in accidents and also a high proportion of accidents on weekend when daydreaming drivers are going to Akaroa but not paying attention. Once again more intense policing will solve this. I strongly object to the lowering of the 100km speed limit but strongly support more intense policing of the current speed limits particularly for motorcycles.
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	The average speed is already lower than the current speed limit. I don't support changing the speed limit. Let's properly enforce the current regime. It is very few people who are breaking the current speed limits. Hit them rather than hitting the people who can travel the road safely and under the current limits.

Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	I Strongly disagree with your recommendations. I would like them to stay as they are. Drivers need to drive to conditions and be aware. Lowering the speed limits will not stop stupid people doing stupid things
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>Christchurch to Akaroa speed limit consultation – November 2021. I would like to make several comments regarding the proposed speed limit changes on the Christchurch to Akaroa State Highway 75. My comments are as follows:</p> <ul style="list-style-type: none"> · Takamatua section - I support a speed limit in the Takamatua area of 80km per hour. I do not support a reduction to 60km. · Little River to Tai Tapu - I do not support the proposed speed limit reduction between Little River and Tai Tapu to 80km per hour. I request you maintain it at 100km per hour as much of this section consists of long, straight sections of road with good visibility. You comment that ‘A small change in speed on this route will make a big difference to the outcome of a crash and the people involved’ – yet you do not appear to have made any recommendation for a 90km per hour speed limit. Safe passing lanes need to be created on the long, straight sections of State Highway 75 to ensure good traffic flow, with this issue being compounded if a slower speed limit is introduced. · Passing lanes over Hilltop - I am disappointed to note that your consultation does not address the issue of the unclear signage on the difficult passing lanes on the hill between Little River and Barrys Bay. It is important to make it clear that slower traffic is to move to the left lane. I have observed many dangerous situations on these passing lanes over the years, including drivers passing on the inside lane, drivers initially unaware it was a passing lane and then pulling over at the last minute, leaving the passing driver heading into a blind corner on the wrong side of the road, and many slower drivers not pulling over at all to let drivers pass. Improving the signage is a simple and cheap way to improve this and I was disappointed to hear that these suggestions were quickly dismissed by Waka Kotahi at a recent community meeting and have not appeared in the consultation information at all.
	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	I support any initiative to lower the open highway speed to 80ks per hour along the Christchurch to Akaroa Highway.

Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>Submitting again as you people are not listening. James Caygill is quoted in the Akaroa Mail as saying 'while the changes are unpopular with some road users, locals have been asking for speed reduction for many years.' It is obvious from the outrage in this community that locals don't want this change. The change we have asked for is through Little River not from Christchurch to Little River.</p> <p>Changing the speed limit won't stop people speeding or passing on corners that would require our roads being policed. Changing the speed limit won't stop the tourists from driving badly.</p> <p>I, like a majority in our community, fully endorse the message below from Vanessa Mitchell posted on our Facebook page. The feedback on that page clearly shows that NZTA is not reading the room but rather shoving their 'solution' down our throats under the guise of consultation. I fear that all these changes will do is stop people spending time and money on the Peninsula to the detriment of businesses that are already struggling and our community as a whole. SAFER ROADS IS WHAT WE ALL WANT, - don't let NZTA give us the cheapest option for State Highway 75, the road we all travel on each day, so they can 'tick the box' and move on with NO improvement to our road network.</p> <p>NZTA asked what we wanted to make our roads safer, The community answered with</p> <ul style="list-style-type: none"> -Improved maintenance on road surface - Pull over bays for slow traffic - Enforcement of CURRENT speed limit between LR and CHCH, and an overwhelming majority said to leave the speed at 100 kms between LR and CHCH. <p>What did NZTA come back with....We hear your community voice, but we are going to go with the cheapest possible option to 'tick the box' for NZTA... NZTA is just going to take down the 100kms signs, and put up 80 and 60kms signs... job done for them, walk away. NO, don't let them away with the cheapest possible option, push back on this proposal AGAIN, we have to tell them again, they are not listening - we want safer roads, not just SLOW roads. Sorry I know so many of you did submit last time, but if you want to improve road safety, I ask you all to make a submission again. I know the process is painful and the consultation process will probably cost more than they are planning on spending on improving road safety, by just swapping some speed signs over. 90km I think the community would be OK with, but 80kms 😞..... have your say!!!! I fear for the economic well being of our whole community on Banks Peninsula. NZTA has been labelling in the media state highway 75 "the most highest risk road in Canterbury" and are proposing to drop the speed limit to 60kms on large sections....I can just here the conversations in living rooms in Christchurch now "oh no we won't go to Akaroa this weekend, that is the most dangerous road in Canterbury, we will go somewhere else instead" The economic impact on our local business is going to be huge!! We have asked NZTA for Cost Benefit Analysis for this speed reduction, but they have declined to supply it, dismissively answering emotively with 'I would give up 5 minutes of my day to get my loved one home safely". What a rubbish answer from our professionals on road safety. When asked for the data to support the claim that dropping the road speed to 80kms would significantly reduce accidents, they presented data that showed enforcement of road speed has an equal or greater effect</p>
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Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	I am 100% supportive of lowering the speed limits in this area. The reductions already made on Banks Peninsula have made the area safer and would further reduce risk and impact of crashes. Unless there's better seperation beteeen lanes 80 is a more appropriate limit than 100 (lower in the more challenging parts).
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	Please please do not drop the speed limit to 80 kms on the straighter sections of road from Tai Tapu to Little River. By all means drop the speed limit on certain sections but not a blanket drop across the whole road! Please
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	My husband and I travel this route regularly from Okains Bay and back.We would like to see the speed limit stay at the present 100 km/hr.
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	My apologies for the slightly late submission, I trust that this will still be considered. As a local Halswell resident, I believe I will be adversely affected by the proposed changes reducing speed through the area as my commute time (which is already significant) will be further increased. The Hilmorten straight should be increased to 60 to reflect its purpose as an arterial route into the city for many Halswell residents. 60km/he is appropriate for this straight due to the number of private driveways and side streets. The Aidenfield straight should remain at 80 as this is an arterial route with wide verges, good visibility, and few turnoffs. The Halswell zone should remain at 60 for the reasons above (Hilmorten), where it is an arterial with substantial traffic but also several side streets and private driveways. I support variable speed signs at school zones. The open road between Halswell road and Little River should remain at 100km/hr as this is open rural road, is relatively straight, and has good visibility throughout. I believe reducing the speed limit on this road will cause to significant driver frustration and lead to unsafe passing and other behaviour. I believe a better option is to increase signage regarding poor driving behaviour, especially cellphone usage, as there is very little of this type in the area. I would also support slow vehicle lanes in some areas to allow slower travelling vehicles to safely pull over to allow for safer passing. I support the 50km zone through Taitapu and believe that a speed warning sign should be installed to alert drivers coasting into the town too quickly. I do not support reducing speed limits between Little River and Akaroa. The slower speed will lead to further driver frustration and unsafe road behaviour. Instead, slow vehicle lanes should be added along the route to allow for safe passing. Signage similar to the coromandel road in the north island could also be installed. The Takamatua straight should remain at 100km/hr as an open road with good visibility. I believe that implementing slower speeds could also

		negatively affect visitor numbers to Akaroa as the increased travel time may discourage visitors from Christchurch. Efforts should instead be made to improve the quality of the road (widening, improving visibility, etc) to improve driver experience and reduce unsafe behaviour, which will not be curbed by reduced speed limits. Thank you for the opportunity to submit feedback on this proposal.
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	We drove from Akaroa to Christchurch and back today and made some observations about the proposed change of speeds during our trip. We and others were driving very comfortably at 90 kph, and we felt that this is a very safe and comfortable speed for much of the road. To reduce it to 80 kph would cause frustration for many, resulting in unsafe passing. If the trouble spots, where accidents have happened, have been identified, we think people would take more notice of a "SLOW DOWN – ACCIDENT SPOT" notice before each of these trouble spots. Much of the road is perfectly safe for driving at 90 kph, and we feel it would be a bad, unnecessary and unsafe decision to reduce it to less. We hope that you will consider these suggestions.
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	My opinion about the proposed speed limit changes. I agree with most of the proposed changes. The ones I don't agree with are: Halswell to Tai Tapu. Change to 90kmh, not 80. I find very few drivers travel at 80kmh at the moment - most are going 90-100. I believe 90kmh would be a good compromise. Tai Tapu to Little River. Same comments.
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	Reading between the lines it appears obvious that the decision has already been made to reduce the speed limits. As a regular user of the highway all I can say us that I hope you have it very well policed or put up a lot of speed cameras. When travelling at the speed limit we are regularly overtaken, often dangerously on the hills,by those in a hurry. More often than not the culprits are motor cyclists.
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	SH75 Christchurch to Akaroa. In particular SH75 between Barrys Bay and Robinsons Bay travelling through Duvauchelles. The speed limit is set at 70kmh. This should be no more than 60kmh as there are residential homes both sides of the road and it is a feeder road for the camping ground in Duvauchelle which gets extremely busy during any long weekend and public holiday. Motor bikes and young boys noisy cars travel back and forward through there at speed each weekend ignoring the 70kmh restriction. I have noted several "close calls" at times. Additionally I ask for the open road sign on the eastern end of the section of road to be moved further East as the bikes and boys cars see the sign ahead and accelerate long before the sign causing uncomfortably load exhaust noise as they leave the Duvauchelle Bay area. Your assistance in reviewing this request is appreciated.

Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	I am still really concerned about the changes of speed limits from CHCH to Little River. Firstly fix up the intersection with Gebbies Pass road where a lot of accidents happen. This is not from speed but a dangerous intersection. Then repair humps and potholes on the roads. I don't believe your technical feedback as main user of this road we see many things which can include a bit of speed but it is mainly impatient driving and by reducing the speed will make this worse. You should all travel this road as we do and you will see what the locals mean. Looking at other roads that speed limits have reduced crashes are still happening and deaths. This will never stop but we need better roads more patrols on the roads to see these idiots the way they drive.
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	Further to my submission, below, I think I understand a little more of how NZTA will view what I said. I think you are likely to measure my response as "partial agreement to the proposed changes." I need to make it clear that I absolutely oppose any reductions in the current speed limits. (And I strongly oppose any reduction between Halswell and Little River). However, I am ambivalent in the areas I refer to below. So don't put me in any column that supports any change. Thank you for the opportunity to comment further. I have read the feedback provided by others and in large part agree. First, I, apparently along with many others who travel this road frequently (I live in Akaroa), adamantly oppose any change from Halswell to Little River, although I agree that extending the 60kph limit out of Halswell to just past the Old Tai Tapu Road turn off is a reasonably sound proposal. Notwithstanding the need to drive to the conditions on occasions, SH75 from Halswell to Little River is perfectly safe as it is, provided drivers/riders take cognisance of the recommended cornering speeds. To impose a blanket 80kph restriction on that part of the route is a complete over reaction to any required safety response across the whole highway. By all means reduce the speed limit through Little River. It is becoming increasingly busy around the car park and cafes. 50 kph is fine. Beyond Waiwera Marae thru Cooptown to the bottom of the hill is fine as it is. Through to Duvauchelle, is currently posted at 100kph but that is irrelevant. It is impossible to travel on any part of the road at that speed. Coming home from Christchurch last night my wife and I were constantly talking about this whole proposal, and I paid particular attention to my speed from Cooptown to Duvauchelle. I reached 71 kph at one point on a straight stretch down the hill, but beyond that a 60 kph limit for cars is fine. However, motorcyclists can, and do, and more importantly will, travel quicker than that. So if that's reduced to 60kph it's fine by me, but in reality it won't make any difference. Duvauchelle to Akaroa – 100 kph is ok, 80 kph is fine, please don't reduce it to 60 – that's the speed on Brougham Street, a high traffic area. You can't be serious. The vast majority of drivers who travel this road safely should not be inconvenienced to the degree being proposed solely because of a few idiots, who you must surely know, will still be idiots no matter what the legal speed limit. And that's really it – why do sensible people get punished because of the minority. If that's the only answer NZTA can come up with it's a straight out cop-out. There must be a more constructive response than simple blanket speed controls.

Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	It seems that the authorities have made up their minds regarding these speed limits in any case so that consultations are surplus to requirements. Highly annoying! Anyway: To lower the speed limit between Tai Tapu and Little River from 100km/h to 80 km/h is simply wrong. Any road lends itself to a normal safe perceived speed, and this would be 100km/h here. A lower speed limit would be frustrating for everybody and unsafe overtaking would ensue. Obviously it is a cheaper option for the NZTA than fixing the road which is long overdue. Clearing sighting lines, improving the surface etc. would do more to lower crashes. By the way: the new bitumen surfaces that are now used everywhere in Canterbury, as also here on the peninsula and in the Waimakariri District, are absolute rubbish and very dangerous for motorcyclists as they are so coarse that there is no grip. On the Tai Tapu – Little River Road are corners where one suddenly comes from a normal surface onto this stuff in corners (!) and suddenly feels like on marbles. What about doing something about these things rather than causing more nuisance?
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	What the hell are you thinking? Put in some bloody passing lanes, leave the speed limit alone and everyone will be happy. Absolutely no reason too drop the speed limit on the long straights. It WILL cause more crashes from lack of attention and impatience. Electronic speed sign for busy weekends thats lowers the limit when theres hundreds of boats and campers gets towed over the hill makes sense but blanket speed drop is a brain dead move. You could lower every road in the country to 30k and useless drivers will still manage to drive off a straight section of road. Cars are getting safer and people are still crashing and dieing....go figure. Stop handing out licences to incompetent drivers if you actually want to safe lives and leave the roads alone.
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	I am writing to oppose the speed limit change to SH73/75 Christchurch to Akaroa as a frequent user and resident of Tai Tapu. I have requested further data from CAS to break down the simplified statistics in your proposal as I felt this was useful to present to show your case was not truly reflective of what has happened over the last 10 years. My initial thoughts were that the crash statistics were motorcyclists or tourists, the weather and the like which is why I requested those parameters. It looks like there is nothing significant there. Yet the department of statistics has produced some simpler tables and pie graphs which are more damning. The most being the table on the Factors page. Only 114 factors of the 1366 were attributed to speed (more than one factor can be attributed to a crash hence the total number of 1366). If you are using speed as your reasoning for imposing a speed reduction then at least make sure that speed is is one of the top five factors (it is not). The second damning piece of evidence is the Maps tab which shows piegraphs along each place of the State Highway where these accidents have occurred. A whopping 339 crashes are shown on the first pie graph in the middle of town where the highway starts. Then the next two graphs in Halswell (28 and 30) where suburban speeds of 60 km/hour are held. The remaining pie graphs do not total even more than half of what I have mentioned above so when you analyse your crash data, please compare apples with apples so to speak (open road versus suburbia). On the open road part of SH75 notice how on the windiest part of the road over the hill from Cooptown has no deaths where there are plenty of opportunities to pass, yet where there is red on the graphs, they are on the straights. If I had known about this data before today (my request was made early

		<p>November), I would've asked for more analysis on the factors of those crash deaths. This is a rural state highway and one with a lot of boats being towed to and from the peninsula, farm vehicles, and residents going to school and work. I would request the opportunity of passing lanes in these areas. If you really truly want to help, analyse the data in the truest way, not what is cheapest/easiest to fit your agenda. And remember initiating a change in society has to benefit it not just a few who speak loudly. *(REFER EMAIL FOR ATTACHMENTS PROVIDED UNDER OIA REQUEST)</p>
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Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>I have thoroughly studied your plans for changes to speeds on State Highway 75 from Christchurch to Akaroa. I live on that highway, on the downhill stretch just before Barry's Bay, at s 9(2)(a) so am very familiar with the route, and would like to offer some feedback. I am happy with the proposed reduction of speed from 60k to 50k in Little River and the extension to the marae just beyond - that road through the village is constantly being crossed in both directions by pedestrians going to the shop, cafe or library and drivers are frequently parking or pulling out. However, I am extremely concerned about the idea to reduce the speed limit from 100k to 80k on the sections between Little River and Tai Tapu, and between Tai Tapu and Christchurch, for several reasons:</p> <ol style="list-style-type: none"> 1. There are a number of long straights along this route with good visibility, and no need for a speed as low as 80k. 2. One often encounters camper vans, people towing boats, or cattle trucks or trucks laden with gravel or various other goods. There is a definite need to be able to go at a speed high enough to pass them. e.g. - although not in these sections of SH75 - the other day I was late for a meeting in Long Bay Road and following a gravel truck along the part of the road downhill to the Takamatua intersection and then up the hill again. As it happened, I couldn't pass because I was 7th in a line of cars behind the truck, and the occasional car came the other way, preventing anyone from safely passing. The truck was travelling at speeds between 20k and 25k! 3. My home is technically in a part of Christchurch City, and I pay ridiculous rates (around \$3,000 a year), even though I don't get any facilities - no rubbish collection, no city water - I'm even off-grid, not that that's relevant. It currently takes me an hour to reach the city - not even the centre CBD, but the South-West end of town, where SH75's Halswell Road becomes Lincoln Road, or Upper Riccarton, where I usually do the grocery shopping. On one occasion when I'd had a puncture and was driving on a temporary/emergency tyre, which advised me not to exceed 80k, the journey took me an extra 20 minutes. For people driving from Akaroa, I'd guess their entire one-way trip would be lengthened to 2 hours. <p>I understand your concerns about this road being considered dangerous and the number of accidents, but I believe these are all on the tight bends - maybe reduce level of the speed-warning around some of these bends, or put a warning sign earlier along the road. And, related to that, I wouldn't think you'd need to reduce the speed limit uphill from Cooptown and down again to Barry's Bay - I've lived here for nearly 20 years, and there's no way I could/would reach a speed higher than 60k, because of the high number of bends and the short distance between them. However, I do think you need to retain the 100k allowance from Cooptown up the very first part of the hill to the first hairpin bend at the end, a short but visible straight, because drivers who have been following campervans and trucks from Little River to Cooptown need that short opportunity to pass before going up the rest of the hill - as mentioned above, trucks can go very slow and it's a long way up to that one brief 'slow vehicle lane' passing lane on the way to the Hilltop Hotel. Thank you for the opportunity to provide feedback.</p>
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Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>We regularly drive this route from our home in Burnside Christchurch to our bach at Diamond Harbour. Our vehicles are 2014, 2009 and 1967 model cars. We do not tow a trailer. We have never had a “close call” on this road but often see very poor passing manoeuvres by cars and motorcyclists overtaking both cars and cyclists. There are many cyclists on this road and speaking as a cyclist I would expect this to increase although it is not a route I ride often.</p> <p>Cross wind can be an issue sometimes like other Canterbury routes.</p> <p>We have read the material. And discussed the NZTA proposal again today as we drove from DH to Burnside.</p> <p>We oppose:</p> <p>1/ Halswell to Tai Tapu SH 75 Approximately 260m south of Candys Road to approximately 210m northeast of Lincoln Tai Tapu Road 100 reduced to 80</p> <p>2/ Tai Tapu to Little River SH75 Approximately 360m south of Michaels Road to approximately 200m southwest of Morrisons Road 100 reduced to 80</p> <p>Reasons:</p> <ol style="list-style-type: none"> 1. This road is wide (as surfaced and also edges and metalled slip areas for pulling over to let traffic pass), good surface condition, well cambered and with generous opportunity (given patience) for passing slower traffic such as campervans, cars with boats and occasionally trucks. The tighter corners are well signposted with advisory speeds which are appropriate. There is not much exposure to ice in winter. 2. I accept that there may have been many accidents according to your data but is the road really incriminated, as compared with poor driving? 3. If it is poor driving why are there no speed cameras or frequent visible traffic enforcement on this route? A problem which will only get worse with an 80 km/hr speed limit. 4. Bad overtaking manoeuvres will not be reduced by reducing the speed limit, in fact I would expect they will become more frequent, as unfamiliar motorists would rationally expect 100km/hr on this well-formed route 5. Ditto for bold motorists 6. The risk to cyclists is not materially reduced going down from 100 to 80 7. If this route was made slower we would probably travel instead via Dyers Pass (it is roughly equal time wise) which would thus increase traffic density on that narrow, relatively more winding and in our mind more risky route. Apparently it is also accident prone but I would suggest that driving to the conditions is the problem, not the road itself. <p>We support everything else proposed on SH75 between Blenheim Road and Little River. We have no opinion on anything east of Little River towards Akaroa. Other suggestion</p> <p>The intersection at corner of Gebbies Pass – Teddington Road and SH75 should be a compulsory stop not a Give Way. This is a dangerous corner with visibility not always the best and motorcycles in particular often come westbound at faster than the posted advisory speed. Furthermore the turnoff SH75 to Park Hill road</p>
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		<p>needs risk management thought, especially westbound. Please ring me if you want to discuss.</p>
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Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>I am writing firstly to give my feedback on the speed for the Takamatua Straight. I believe the speed should be 80 kms along this straight, otherwise drivers will come down the hill having to sit hard on their brakes to try to maintain a potentially slower 60 km speed. This would not be good for their car brakes and could cause issues when needing to apply them further along the route. Cars also need to get up speed if they are continuing up the far hill to Akaroa, or back towards Christchurch. I am a regular user of both stretches of this road (up & down the hills both ways) and having enough speed and revs is very important for climbing these steeper hills. I turn off right to the Takamatua road (seaside) and at the existing 100kms this is not a problem. Secondly, the road between Halswell and Little River. There is no need to reduce the speed along the route. The current 100km/hour speed is appropriate. The tighter corners are already well sign posted re reducing speed. There are numerous straight stretches of road for which 100km speed is totally safe. The existing road signs and speed limit are all appropriate and do not need to be changed.</p> <p>If NZTA wants to see better driving on the roads then target the appropriate issues.</p> <ol style="list-style-type: none"> 1. lack of use of side & rear vision mirrors 2. slow drivers who are oblivious to the long line of drivers they are holding up 3. nervous drivers who are constantly on their brakes 4. drivers who hug the centre line <p>Once again confident, safe drivers are going to be penalised by the nervous and poor, skilled drivers.</p>
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Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>I wish to add further feedback to your platform, on the proposed speed reductions on SH75, with particular reference to the stretches from Halswell to Little River (excluding Tai Tapu township) and from Wairewa Marae to Akaroa (excluding settlements).</p> <p>I have read with interest and genuine concern the material Waka Kotahi has published in its attempt to sway opinion towards ridiculous reductions in speed on the highway between Halswell and Little River. As I have stated in previous feedback, the economic viability of Akaroa's commercial sector relies heavily on casual "day-trippers", people who have the discretionary time and money to spend on a day in the tourist town. Every single driver and rider I have spoken to about this matter has agreed that NZers like the experience of driving - operating a vehicle is a pleasure, one that requires concentration and skill. People considering a pleasurable trip from Chch or surrounds will overlook a stretch of highway that has an 80kmh limit imposed for its 75km length, and that will greatly harm the viability of many Akaroa and Little River businesses.</p> <p>The road to Akaroa has a tragically uneven surface but those of us who use it every day know where the poorly maintained sections are and drive accordingly.</p> <p>The suggestion that speed limits be dropped for safety bids inquiry. There are many other means by which greater safety could be achieved but not as cheaply as simply changing the speed signs. Passing lanes could easily be constructed in various places, as could pull-over bays to allow towing vehicles and those simply wanting to "look at the scenery" to allow others by.</p> <p>On the last point, given you are quoting TomTom data as the method of gauging average speeds, I assume you are relying on data gathered from rental cars (as they are the cars most typically fitted with such) - these drivers are not representative of most road users, as they are usually first-time users of the road and fascinated by all the scenery along the way, frequently distracted as a result. Commonly, they are also infrequent open-road drivers - many of the drivers in your sample population would have been from overseas jurisdictions, given the timespan quoted.</p> <p>At the same time, if average speeds were calculated on every vehicle that used the road, the number and frequency of farm vehicles among them would lower the overall average. To the credit of most such operators, they pull over where they can but more bays need to be provided to allow this.</p> <p>I continue to be frustrated by the manner in which this process is being handled. Having appropriated its title from te reo Māori, Waka Kotahi could learn some lessons from the process of consultation worked through with iwi on matters of importance to us all. More than a few open discussions would surely be justified in getting genuine feedback from all interested parties - those of us who live in Akaroa and work in ChCh (or have regular need for travel between) are going to be severely restricted, despite the road itself being easily wide enough and straights long enough to justify retention of the 100kmh limit. I am advised by members of two volunteer fire brigades (who have attended the worst of the crashes) that driver error, fatigue, animals on the road, poor road condition (potholes!) and lake flies (not to mention suspected self-harm incidents) are big factors in a high number of episodes - lowering the speed limit will not contain any of those. Yes, it may reduce the impact consequences in some but driver frustration at 80kmh on such a wide road, compounded with a tendency to be</p>
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		<p>less focused at such a pedestrian speed, will increase the risk of adverse events even more.</p> <p>How much is the agenda driven by cost reductions? I am advised that the budget for Waka Kotahi has been trimmed by as much as 25% and, if this is the real reason for reducing the speed (as an 80kmh speed limit would reduce the need for maintaining the road to a condition fit for higher speeds), please be open about that. The contractors who tend to the highway have frequently been pilloried for the quality of their work. Recent evidence adds to that - on a fairly high-speed corner alongside Lake Forsyth, recent asphalt patching was carried out, with a traffic light in place for 3-4 days. As heavy trucks took off from stationary, earlier chip seal on the preceding corner was pulled from the road surface, leaving potholes - the contractors left the site, without attending to any repairs despite it being right where their traffic lights had been! Equally, I was horrified to see the substructure of the road (aggregate metal) being compacted by a footpath compactor - no heavy roller, despite the patch being on a corner and one that can be taken at speed. The result? The asphalt is already corrugated and much less safe than the road was before it was "repaired". This is true of so many sections on the hilltop stretch - asphalt and/or chip seal repairs have left the road more dangerous... I know this first-hand, as I have regularly had to take evasive action on my motorcycle (and I am not a death-defying rider in the mold of some who use the road at weekends!).</p> <p>All of the points I have raised - and there are many more - might help your staff paint a truer picture of the road use and condition than your spuriously selected statistics have so far enabled, yet it seems clear that your organisation has made its mind up. With respect to the hilltop section, even in my car a speed of 70kmh is very safe when the road is not busy and, on the motorcycle, somewhat more is equally suitable. Has consideration been given to the two-wheeled users of the road? Has thought been given to a 70kmh speed limit? At least that would provide the headroom for passing in the few overtaking bays currently there.</p> <p>I have heard it reported that Waka Kotahi must set speed limits for the least experienced, most incompetent drivers (evidently stated at the Little River consultation forum). Might I suggest that, instead of penalising the 95% of competent, suitably experienced drivers by slashing speed limits, Waka Kotahi consult with the justice system about imposing mandatory driver refresher courses for people involved in or causing crashes through their own poor driving?</p> <p>I am tempted to seek answers to my questions via an Official Information Act request but previous experience with Government entities suggests that outcomes are little changed through such means. I will finish by pleading for more extended consultation, the public disclosure of ALL the facts behind the statistics quoted and of the actual numbers of submissions written in support of and against the proposed changes - in particular, the numbers of people with daily or regular need to use the highway, as we are those most affected by the imposition of such draconian limits. Were someone availed of the time to respond to me by email, I would be very grateful.</p>
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Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>Thank you for taking the time to forward that information. Having seen responses sent to friends and colleagues, I have read it all before. What has been absent, in any of the NZTA responses that I have seen, is an acknowledgement that the views of correspondents have made a jot of difference to your agency's position. You appear to have entered into what you have called "consultation" with a closed mind and decisions already made. Your suppositions about a reduction in driver frustration are not matched by any views shared with me by the many road users I have spoken with.</p> <p>Clearly, the word "propose" should have been iterated for what is always was, "impose".</p> <p>All I can add is that it had better transpire that fewer serious accidents/events will occur, or your agency's credibility and judgment are going to be seriously called into question. What is more likely than a reduction in incidents is a much higher revenue take by Police, as I am advised by most road users I know that they will likely disregard the lower speed limit.</p> <p>I hope you have a good weekend, despite my frustration at being a party to a process that has seemingly lacked the essential ingredient for a mutually acceptable outcome, good faith.</p>
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>Between Christchurch and Cooptown 100 kph is entirely appropriate , Cooptown to Akaroa 80 kph is reasonable . If safety is the real driver of this proposal then removing drivers who are unable to drive safely at 100 kph in good conditions would be far more effective. I realise this would mean actually doing something about those that have a license and no ability that cause injury and death to themselves and others. To hold a pilots license as I happen to do requires a biannual test of abilities by an instructor .</p>
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>I am writing to inform you that I do not support the proposal to reduce the speed limit on SH75 from Little River to Tai Tapu from 100kph to 80kph. Firstly, I don't believe the reduction in speed limit on this section of SH75 will have the effect it is desired to. In fact more people will get frustrated driving at this speed which is likely to cause them to drive in an unsafe manner - we see this already with the current limit due to the lack of overtaking lanes. People breaking the law in an unsafe manner will continue to do so anyway. To make this road safer to the average motorist requires some passing lanes and proper road maintenance.</p> <p>Secondly, I don't think the economic effect of such a move is unsubstantial. According to my calculations (shown below), the economic impact will be in the region of \$6.4 million per year. Every single person driving in from Little River to town daily will waste an extra 2.275 working weeks per year sitting in a car due to this proposal. That is a big impact for a measure that will have no real impact on deaths on this road.</p> <p>2606 Average annual daily traffic movements - from your State highway traffic monitoring website.</p> <p>Time to drive at 100kph = 27mins, time at 80kph = 34mins.</p> <p>2 commutes per day take 15mins longer per day. 15mins x 7 days = 105mins per week.</p> <p>105minutes / week x 52 weeks per year = 5460 minutes / year = 91 hours / year</p> <p>91 hours per year per person x 2606 AADT = 237,146 hours lost per year.</p>

		NZ median hourly earnings = \$27 237,146 x \$27/hour = \$6,402,942
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	80km speed zones are the worst initiative that has been introduced. The more areas that become 80, the more people drive 80 everywhere, you then say "well that's great less speed less chance of injury/death" however the people that know the speed limits in the 100kph roads and these people doing 80 then pose a higher risk because people are then led onto the other side of the road to pass which increases the risk more than I'm sure cars going 100 on their side of the road presents. This consultation will no doubt fall on deaf ears though and the signs are probably already being made.
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	I am writing to inform you that I do not support the proposal to reduce the speed limit on SH75 from Little River to Tai Tapu from 100kph to 80kph. Firstly, I don't believe the reduction in speed limit on this section of SH75 will have the effect it is desired to. In fact more people will get frustrated driving at this speed and drive in an unsafe manner due to frustration. People breaking the law in an unsafe manner will do so anyway. To make this road safer to the average motorist requires some passing lanes and proper road maintenance. Secondly, I don't think the economic effect of such a move is unsubstantial. According to my calculations (shown below), the economic impact will be in the region of \$6.4 million per year. Every single person driving in from Little River to town daily will waste an extra 2.275 working weeks per year sitting in a car due to this proposal. That is a big impact for a measure that will have no real impact on deaths on this road. 2606 Average annual daily traffic movements - from your State highway traffic monitoring website. Time to drive at 100kph = 27mins, time at 80kph = 34mins. 2 commutes per day take 15mins longer per day. 15mins x 7 days = 105mins per week. 105minutes / week x 52 weeks per year = 5460 minutes / year = 91 hours / year 91 hours per year per person x 2606 AADT = 237,146 hours lost per year. NZ median hourly earnings = \$27 237,146 x \$27/hour = \$6,402,942

Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>While no one can dispute the 739 crashes and nine deaths on the CHCH to Akaroa highway in the last ten years, My wife and I do dispute the logic and fairness of the 80mph between Halswell and Little River !! Over our many trips to our bach over many years, We have never witnessed a crash, nor avoided having one due to mainly sensible drivers, especially as many travel daily, to and from work, and they KNOW the road.</p> <p>It is generally tourists that test one's patience, and the motor cyclists, (not bikers who cruise to enjoy) who daily use the hills as a race track, the fastest to Akaroa wins a coffee it seems ?? And we hear just last weekend two motor cyclists were critically injured near Akaroa.Motor cyclists regard this highway as the "Akaroa T T" and the speeds and chances they take is nearing a death wish for too many !!!</p> <p>It is a great pity that bikes are not chipped or have front -facing plates that can be zapped for identification by police to enforce that this daily form of racing, is a thing of the past ?</p> <p>We believe that a speed restriction from Halswell to Little River will be a great revenue-gatherer for the NZ Police, but in fact a speed limit of 80mph and lower in certain areas from Little River to Akaroa might help to force the motor cyclists and if the Police actually make an effort to enforce this, then the main problem is solved !</p> <p>The seem to be powerless to stop these idiots and appear in denial that this is a huge dangerous and noisy problem !!</p> <p>The road to Akaroa from Chch is in good condition and is an easy and often open drive to Little River, and appears to be generally respected by drivers, but most DEFINITELY NOT by the motor bike racers.</p> <p>If WAKA KOTAHI want to establish an 80kph then they will go ahead regardless, but Police, PLEASE enforce it over the hill as that will deter this constant drawcard for this beautiful piece of NZ being used as a race track, putting others at risk !!</p> <p>We see first hand from our deck, the tactics and speeds these death wishers use, and it horrifies us, but we are told " there is nothing we can do " So yet again the powers that are there for our protection, are beaten by the law breakers!!!</p>
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Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	Put in some passing lanes between Tai Tapu and Birdlings Flat. As a consequence of slow truck and campervans....frustrated drivers make poor decisions on when to pass.
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Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>I am concerned at the prospect of a reduced speed limit on this roadway as in my opinion it will not result in the outcome expected. On talking to a resident of Little River he came up with a similar opinion as myself, and without any prompting. By way of background I have travelled on this stretch of road from my primary school days up till now in my eighties so feel I do have some insight when negotiating this road. It is fair to say your concerns as to safety are well founded we having experienced a family suffering one of the more difficult corners and a written off car but fortunately no serious injuries. So what are my suggestions: Because it is a narrow road there are limited passing options and therefore consideration should be given to installing suitable passing bays at say every five kilometers similar to a main highway. This should avoid motorists making risky passing moves which is common at present. While costs come into any improvements there are so many risky corners and blind ones as well the worst should be straightened if at all possible. This road just follows the original high water track hence its weaving in and out past ridge lines. With hindsight it is a major pity the rail corridor was not used to utilise a more direct route and overcome the current weaving in and out as at present. We have a property bordering on this highway and 100KMH is not observed currently by motor cyclists nor motorists so what use would a reduction in speed limits make. I fear a lot of people would just become a traffic infringement statistic. Finally one should remember this is a major tourist route with busses especially busy if ever the tourist ships come back, as well as trucks plying to and fro with goods and animals from farms in the district. There is no alternative option, so investment in the road way is important.</p>
Individual	SH73/SH75 Chch to Akaroa and SH74 Norwich Quay/Gladstone Quay	<p>Q1. Are there any other factors we should consider when making a decision on the speed limit changes proposed? YOU ARE NOT LISTENING TO FEEDBACK I'm totally disappointed with your feedback so far. Your response to all our concerns is lower the speed. That doesn't help property prices on the peninsula, the economic impact on business nor the fact that the road needs significant improvements. I commute to town every day for work and have lived here for more than 40 years with no issues. Changing to 80 is going to have a significant impact on time I spend with my young children and do nothing to improve my chances of getting home safe as more dangers will happen at 80. I suggested slow vehicle lanes on straights that could easily be completed. Using TomTom data for speed on the road is pointless – no one who uses the road everyday has a TomTom. Ensure grit is placed on the road – 3 accidents on one day were due to no grit – people were driving to the conditions. LISTEN TO THE FEEDBACK Q2. What is your experience of speed and safety through Takamatua Straight and using the intersection? No issues based on my experience with the road.</p>