

Safer Speeds for Ōtautahi Christchurch City Council

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Our Why?



We promote good choices but plan for mistakes
We are human and are not able to perform perfectly 100% of the time. In any situation where a person may fail, the transport system should not.



We design for human vulnerability
Our bodies have a limited ability to withstand crash forces without being seriously injured or killed.

Accept we are human

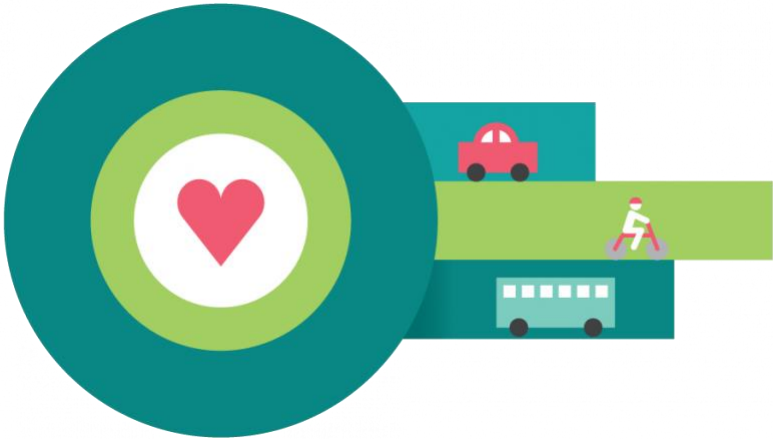
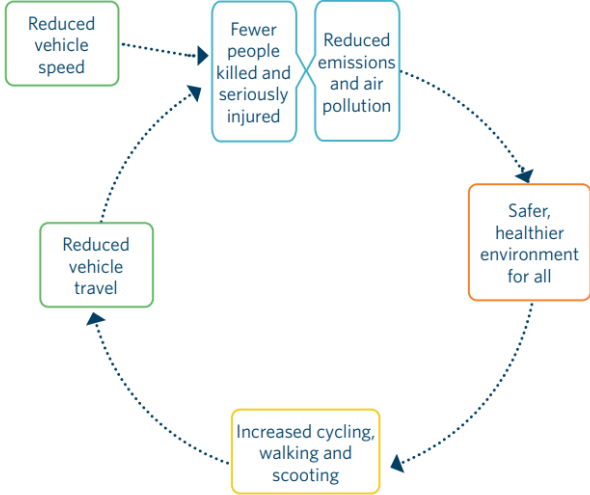


We have a shared responsibility for improving road safety
Everyone involved in the transport system shares responsibility with road users for designing and operating a system that does not result in death or serious injury.

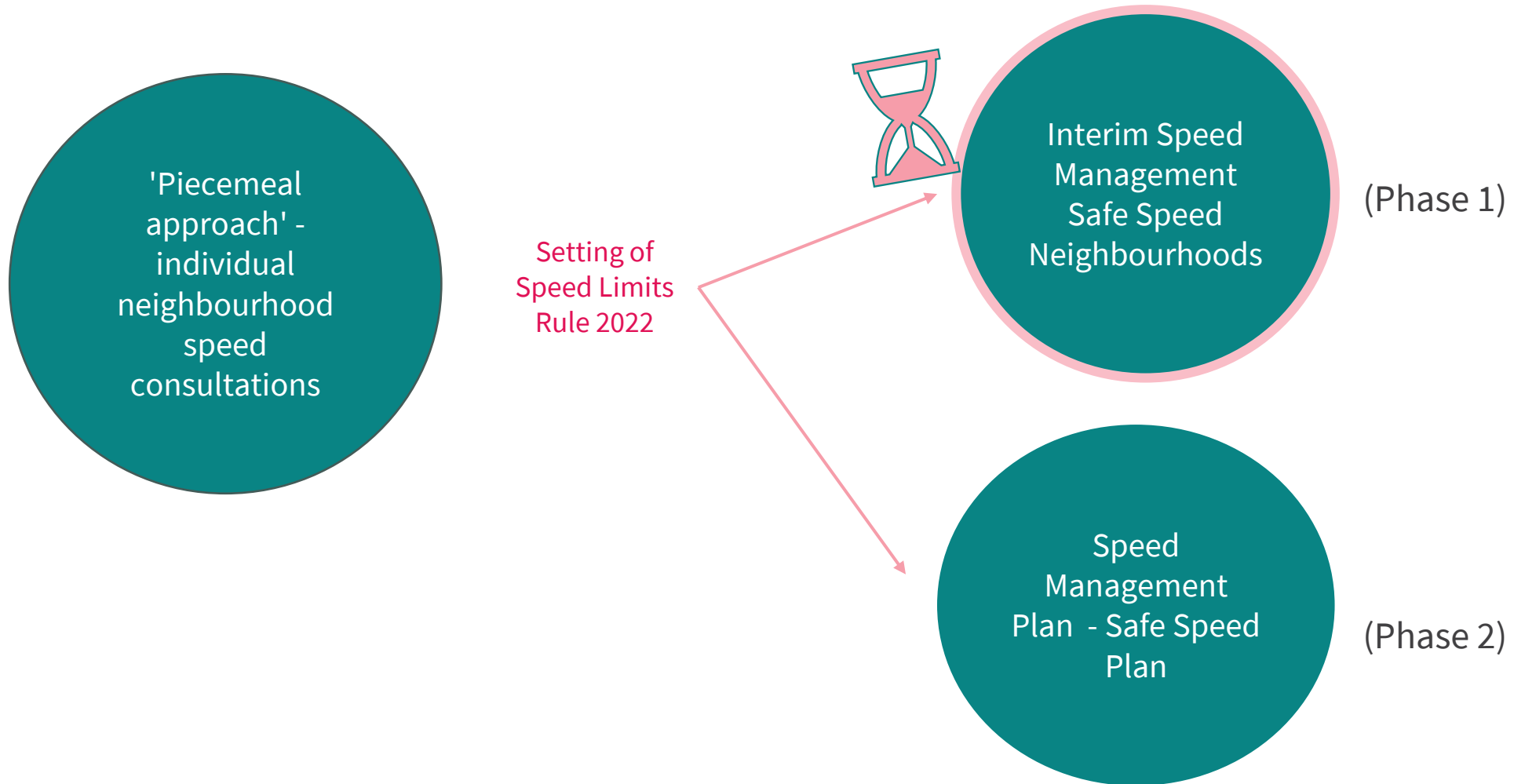


We strengthen all parts of the road transport system
If we strengthen all parts of the system, then when something goes wrong and one part fails, the other parts will still protect people.

Manage the system



Where does this fit in?



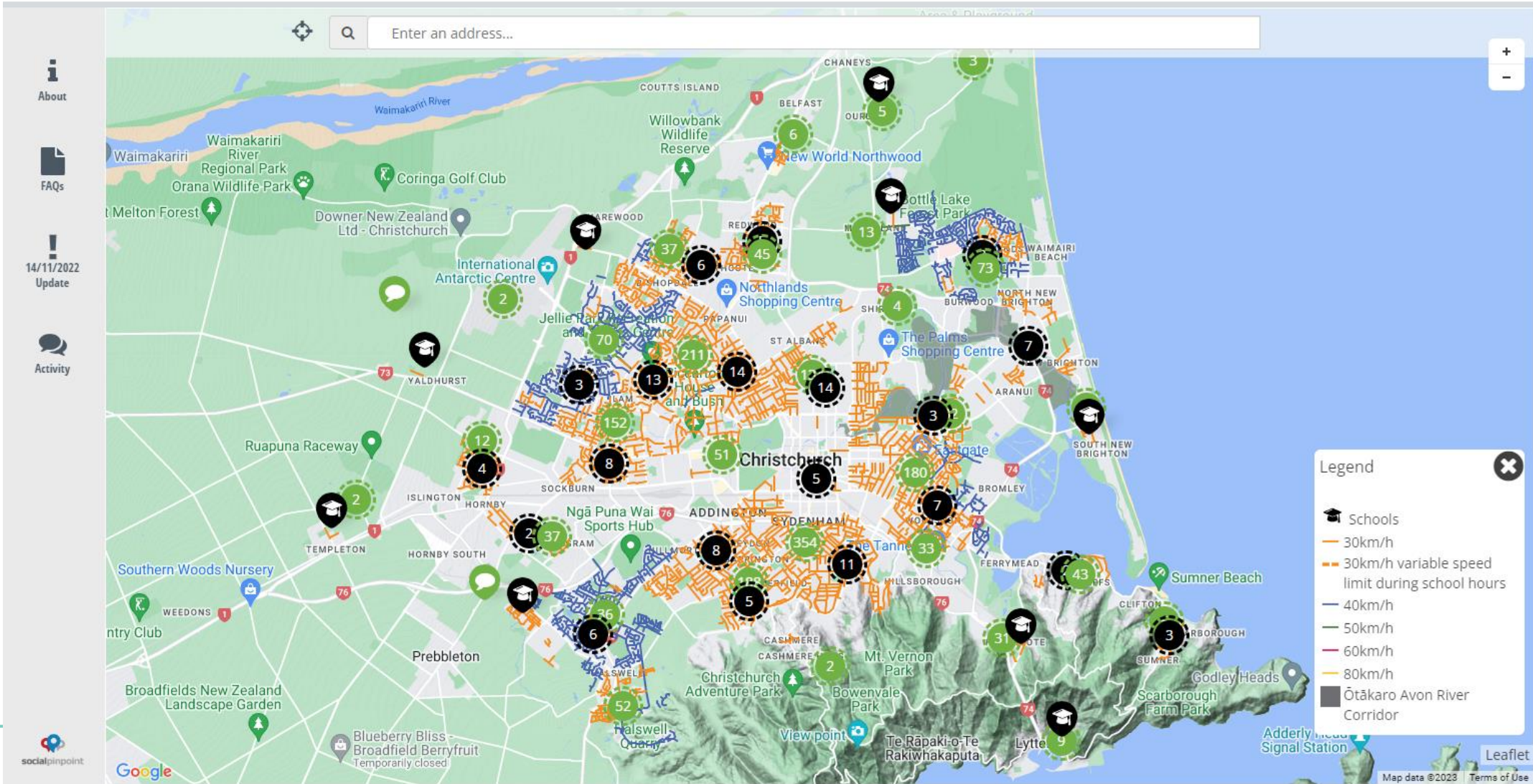
What we consulted on

Schools Speed Limits	Slow Speed Neighbourhoods	Other Slow Speed Areas	Sub-divisions	Banks Peninsula
<ul style="list-style-type: none">• 30km/h outside all schools• Permanent or VSLs• School zones to be treated instead of school entrances	<ul style="list-style-type: none">• 10 over 2 years• As per Long Term Plan (LTP)• 40km/h speed limits• Aligning with school zones	<ul style="list-style-type: none">• Implementing the speed limit changes for CRAF, where supported• Areas include Richmond, Linwood/Woolston and Sydenham/Somerfield/Waltham/Beckenham and Ilam	<ul style="list-style-type: none">• New roads will be designed and signed as per the safe and appropriate speed as per the Speed Management Guide	<ul style="list-style-type: none">• Undertake the remaining rural road and townships changes to complete the Banks Peninsula speed review

As part of the Speed Management Program, the Bylaw clauses will be revoked while all new speed limits will also be entered into the National Speed Limit Register (NLSR)

Consultation

Closed for Comment

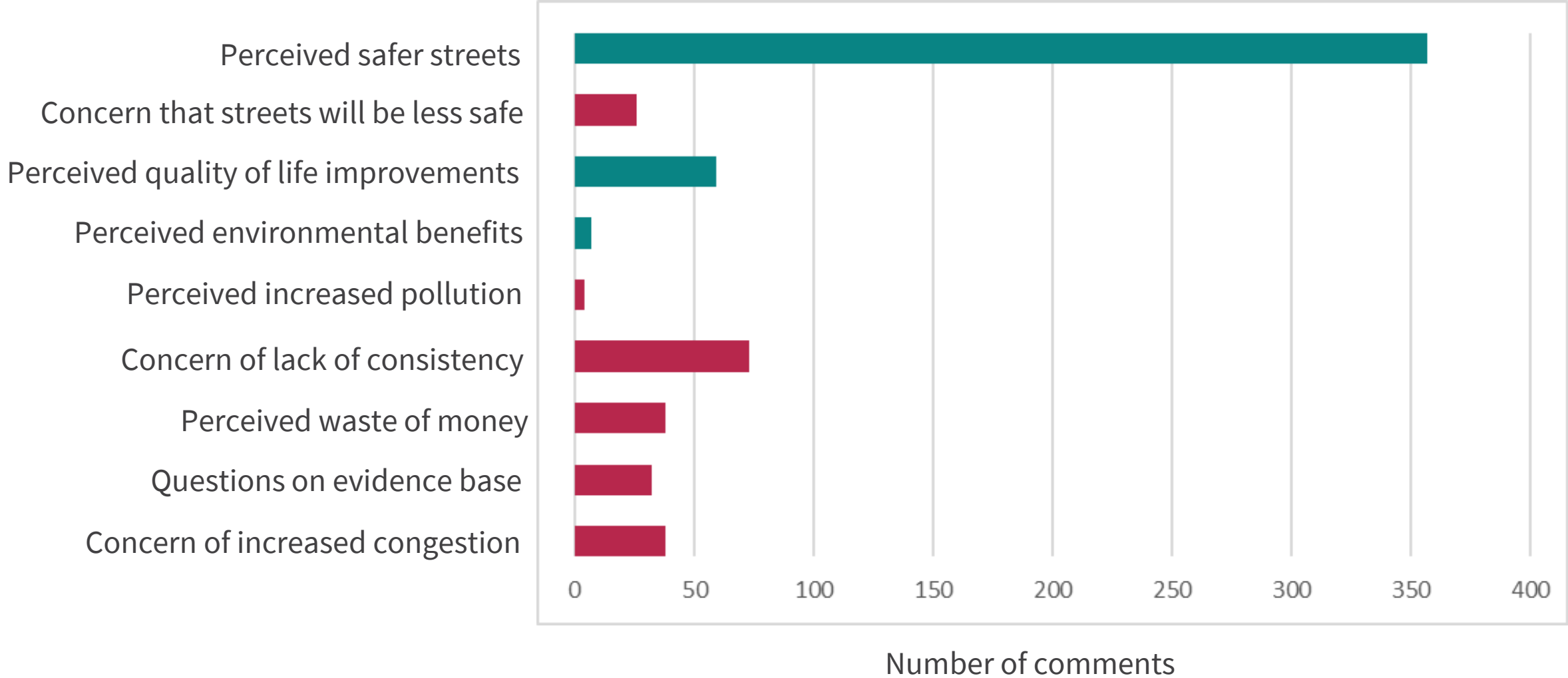


- About
- FAQs
- 14/11/2022 Update
- Activity

Consultation Feedback

- Over 25,000 views of the plan
- 2,008 comments were made by 1,139 unique businesses, organisations, and individuals
 - 1,859 comments on the [Social Pinpoint map](#)
 - 149 email submissions
- 458 comments (24%) clearly stated their support for the proposed changes, 230 (11%) clearly stated their opposition, while the remaining 1,320 (66%) were observations or specific requests.
 - Zone extensions (584)
 - Lower speeds than what have been proposed (103)
 - Higher speeds than what have been proposed (38)
 - Enforcements (125)
 - Traffic calming measures (509)
 - Variable speed limits around schools only (32)

Key themes



What did we learn?

- Residents liked to be able to view large scale changes on an interactive map.
- That our community engaged with the social pinpoint map for speeds but also used it as a feedback channel for all things transport
- How difficult it is to ask consultation questions that:
 - Portray the scope of influence (e.g. don't give residents the impression that through their feedback we would not make changes, or increase speeds)
 - Give Councillors adequate information to show that they have their residents support to make a decision (without asking a 'yes' or 'no' question)

What are we doing differently this time?

- Raising the conversation above feedback on individual streets
 - Changes shown on interactive maps
 - More specific questions asked on a form – just as easy to view the changes, but a little more difficult to have your say
 - Asking about our speed management vision and principles, and giving the opportunity to make comment on different suburbs
- Communications and marketing rather than have your say
- Drop-ins with elected members ahead of consultation
- Using our learnings from the interim plan (front-footing some of the most popular arguments anti-speed change):
 - Writing the draft plan with our key supporters – Waka Kotahi, Police, FENZ, Hato Hone, Te Whatu Ora
 - Showing a full ten-year plan proving enhanced consistency
 - Myth busting some of the congestion / anti-environmental claims that we get in our key messaging
- Being braver with our proposal (you can always scale back)

Messaging and marketing

- Whether you're visiting whanau and friends, letting tamariki walk, scooter or bike to school, or driving to work or home again, you should be able to do it safely.
- Fits under our Transport Way messaging. Having way safer streets is a consistent message we are relaying through many transport programmes.
- <https://www.youtube.com/watch?v=mu57ukXg93U>

**Way safer
for everyone**



**Safe speed
plan**

Way safer for everyone



Questions