

Submission ID: 48917

The image is an aerial view of a roundabout intersection. The roads involved are Cashmere Rd, Colombo St, Taurus Rd, and Merlewood Ave. A cyclist is shown entering the roundabout from the bottom left. A red box with white text explains the truck's movement: "This truck will move the left lane prior to the roundabout. They can check for cyclists when changing as they do not need to be watching for a gap in traffic until after they cross the cycling lane." Another red box with white text explains the cyclist's position: "This is where cyclist will go when waiting for a gap in traffic. All traffic to his right is going straight or right, so will not cut him off or crash with him." Red arrows point from these boxes to the respective locations on the map. Other labels include "Cashmere Fish Supply Fish & Chips", "Protocol", and various numbers (1, 2, 3, 5A) likely representing different lanes or points of interest.

Cashmere Rd

Colombo St

Taurus Rd

Merlewood Ave

Cashmere Fish Supply
Fish & Chips

Protocol

1

2

3

5A

This truck will move the left lane prior to the roundabout. They can check for cyclists when changing as they do not need to be watching for a gap in traffic until after they cross the cycling lane.

This is where cyclist will go when waiting for a gap in traffic. All traffic to his right is going straight or right, so will not cut him off or crash with him.

Submission ID: 48917

The image is an aerial photograph of a roundabout in a suburban area. The roundabout has four exits. The streets are labeled: Cashmere Rd (top left), Colombo St (top right), Merlewood Ave (bottom right), and Taurus Rd (bottom left). A cyclist is shown entering the roundabout from the bottom left, heading towards the top left exit. A truck is shown entering from the top left, heading towards the top right exit. Two red text boxes with arrows pointing to the cyclist and the truck provide instructions. The first box, pointing to the truck, says: "This truck will move the left lane prior to the roundabout. They can check for cyclists when changing as they do not need to be watching for a gap in traffic until after they cross the cycling lane." The second box, pointing to the cyclist, says: "This is where cyclist will go when waiting for a gap in traffic. All traffic to his right is going straight or right, so will not cut him off or crash with him." There are also some labels on the map: "Cashmere Fish Supply Fish & Chips" near the top left, "Protocol" near the top right, and "5A" near the bottom left.

Cashmere Rd

Colombo St

Merlewood Ave

Taurus Rd

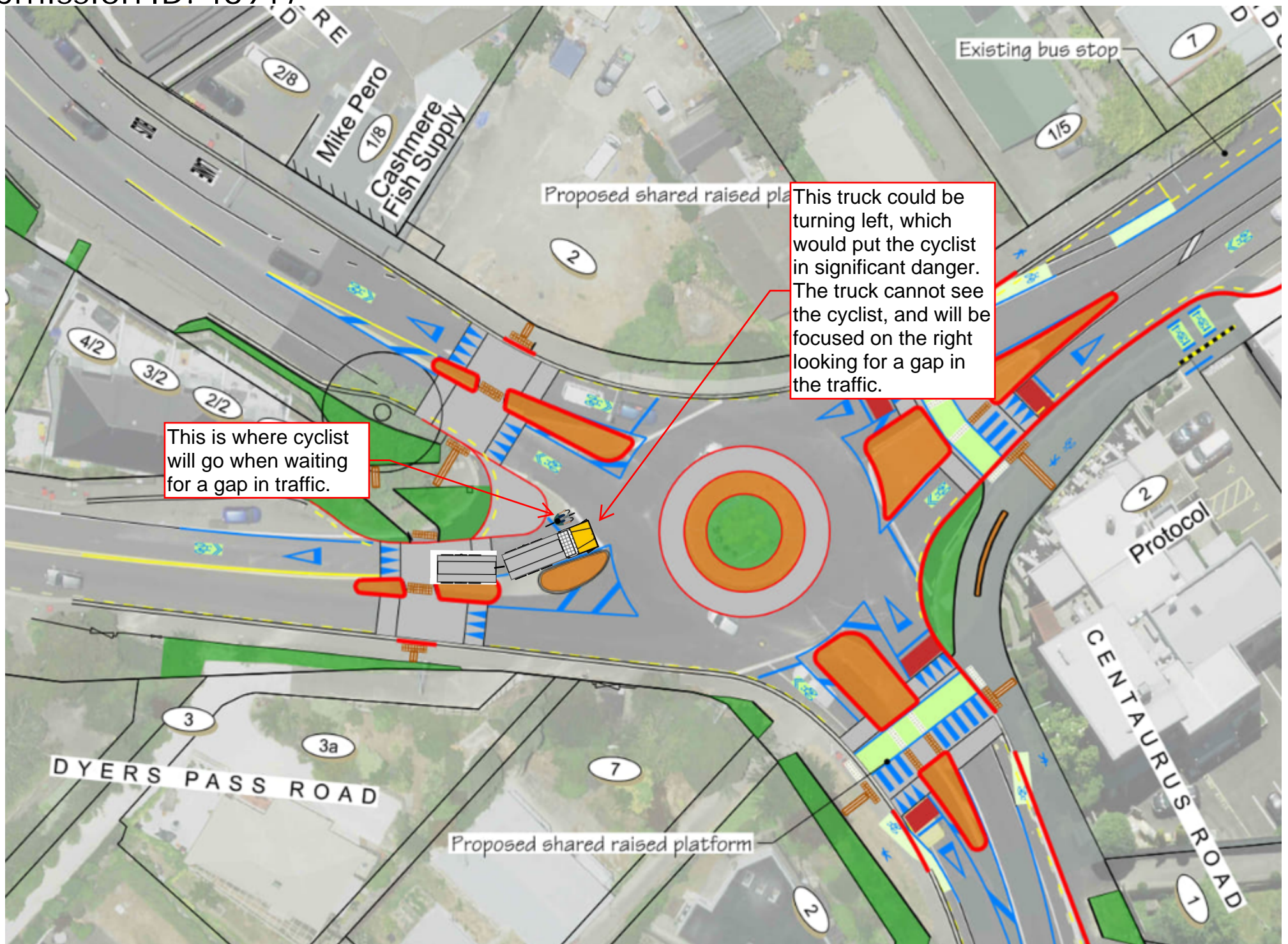
Cashmere Fish Supply
Fish & Chips

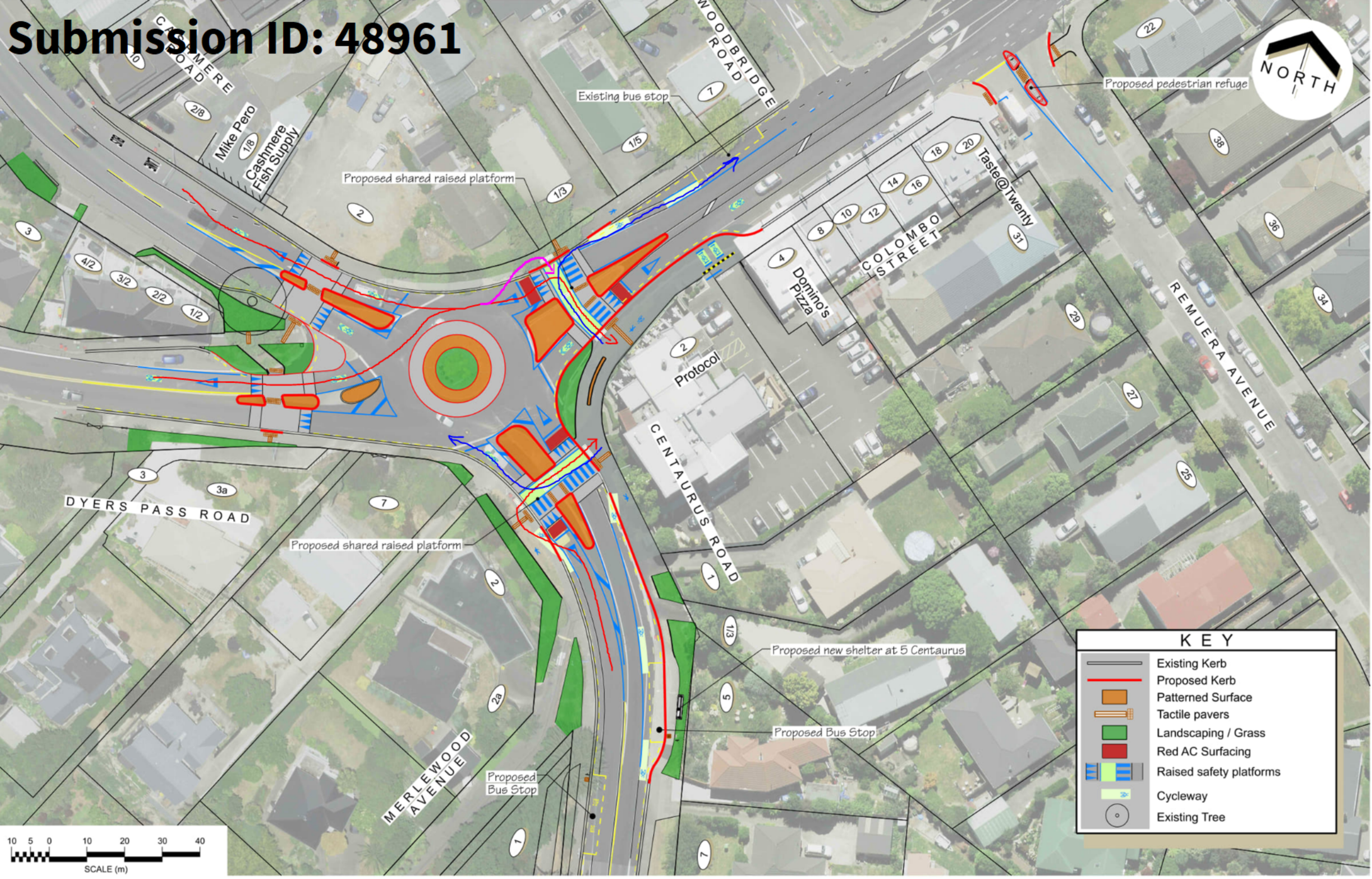
Protocol

5A

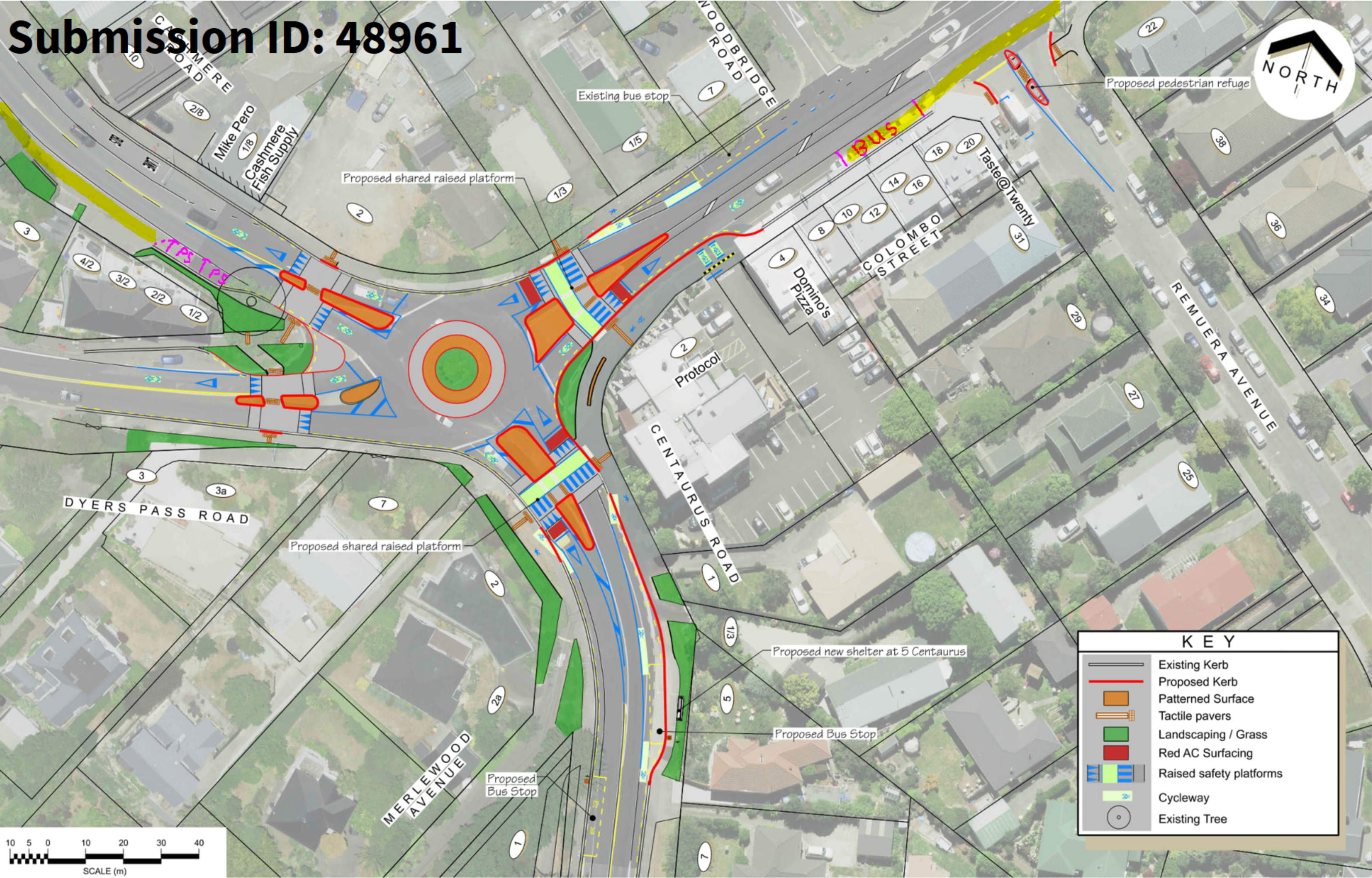
This truck will move the left lane prior to the roundabout. They can check for cyclists when changing as they do not need to be watching for a gap in traffic until after they cross the cycling lane.

This is where cyclist will go when waiting for a gap in traffic. All traffic to his right is going straight or right, so will not cut him off or crash with him.





KEY	
	Existing Kerb
	Proposed Kerb
	Patterned Surface
	Tactile pavers
	Landscaping / Grass
	Red AC Surfacing
	Raised safety platforms
	Cycleway
	Existing Tree





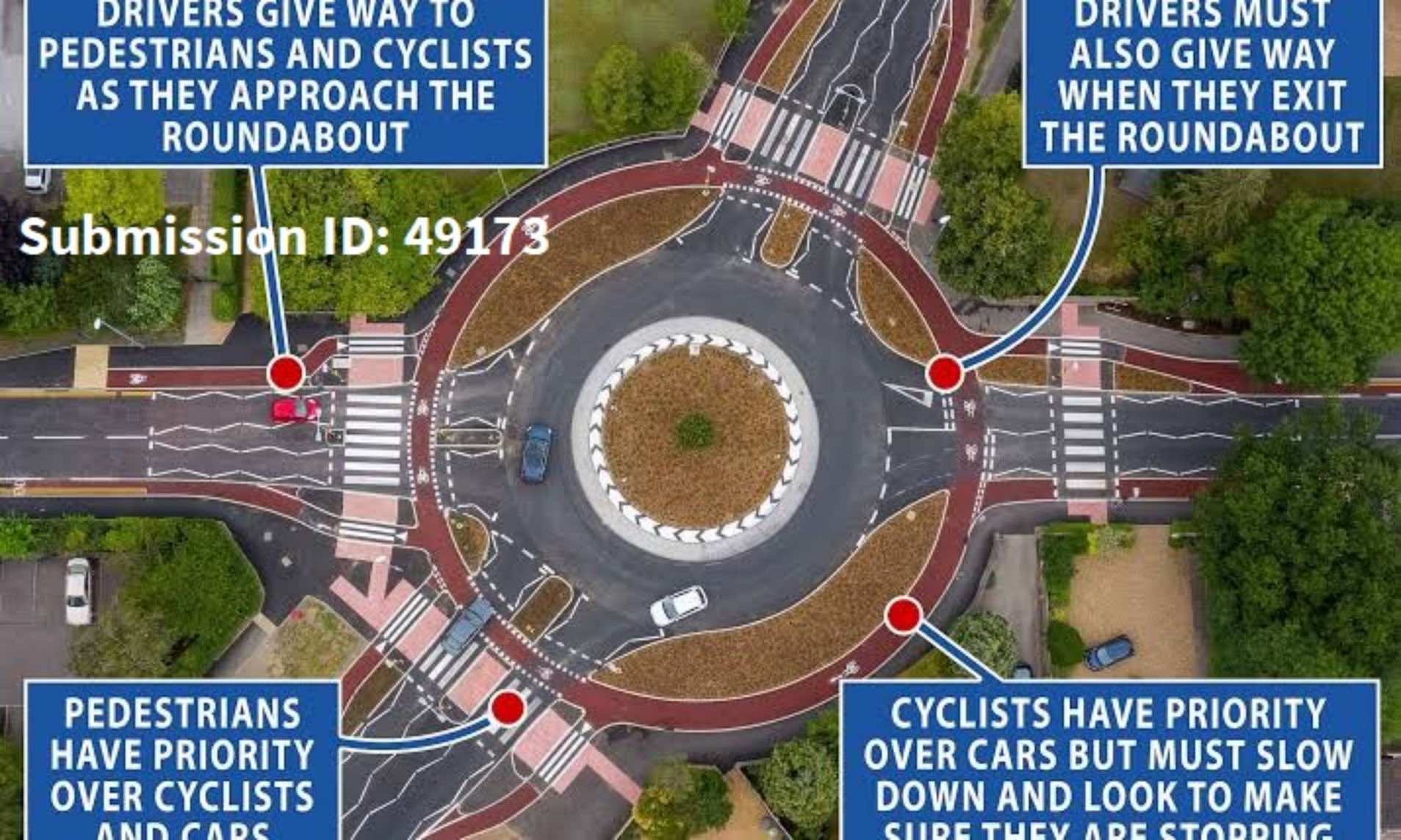
**DRIVERS GIVE WAY TO
PEDESTRIANS AND CYCLISTS
AS THEY APPROACH THE
ROUNABOUT**

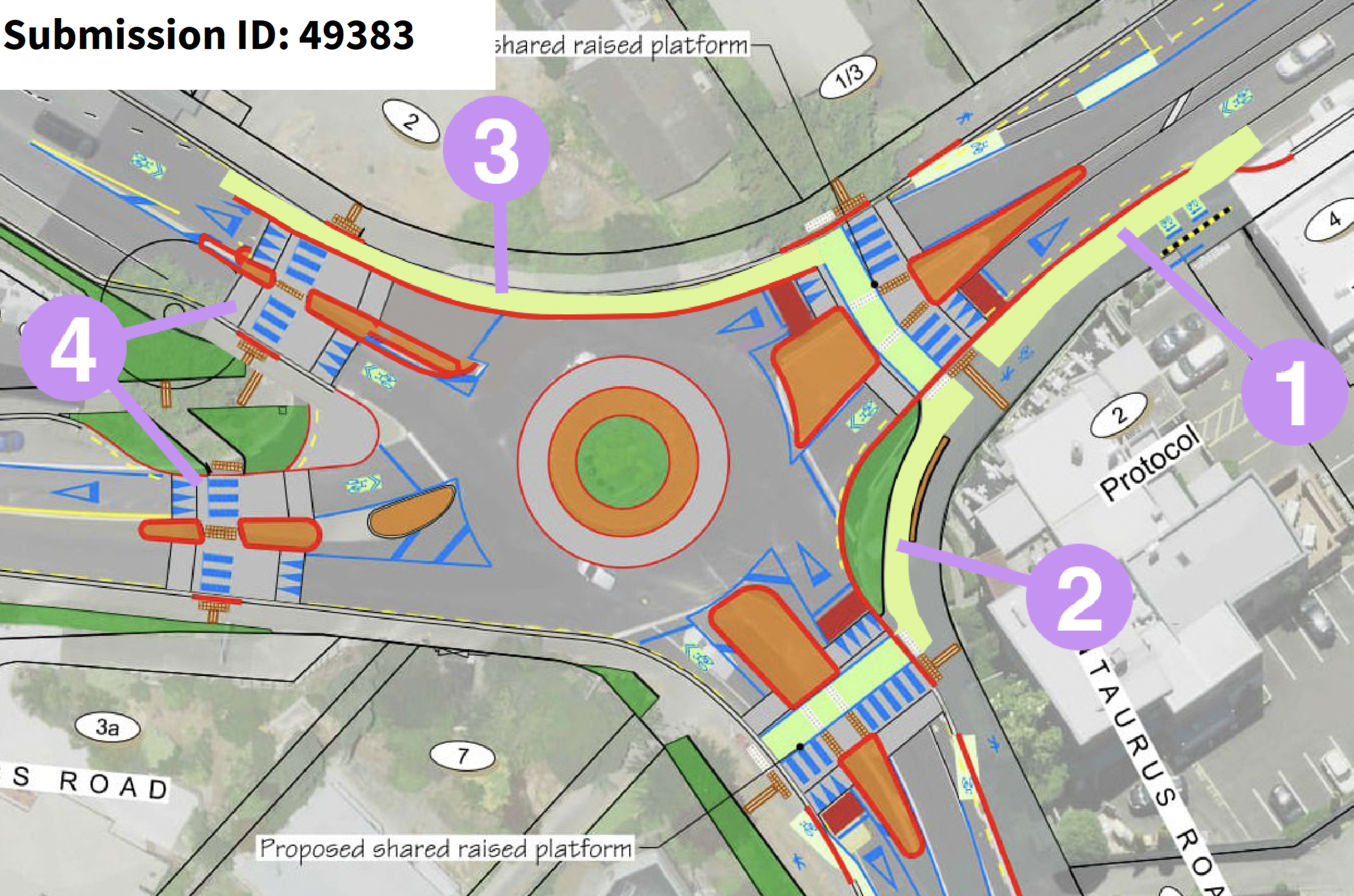
**DRIVERS MUST
ALSO GIVE WAY
WHEN THEY EXIT
THE ROUNABOUT**

Submission ID: 49173

**PEDESTRIANS
HAVE PRIORITY
OVER CYCLISTS
AND CARS**

**CYCLISTS HAVE PRIORITY
OVER CARS BUT MUST SLOW
DOWN AND LOOK TO MAKE
SURE THEY ARE STOPPING**





Submission: Cashmere, Colombo, Dyers Pass safety improvements

Jim Young

[REDACTED]

[REDACTED]

Christchurch 8022

I see two problems with the proposed changes. I don't see these changes as improvements. I think there is work yet to be done.

Safety for cyclists

This is given as a key reason for the changes: "There have been a number of injury crashes here involving people travelling by bicycle and motorcycle so we're proposing changes to make it way safer for everyone."

My guess is that the dominant use of this intersection by cyclists is Cashmere High School pupils transiting from Centaurus Road to Cashmere Road in peak week day morning traffic, and returning in the opposite direction in the afternoon in slightly lower volume traffic.

The change designed to improve their safety is this: "Narrow the road width approaching the roundabout and install sharrow markings to indicate that cyclists and vehicles share the lane."

I really doubt squeezing cars and cycles together is going to reduce injury accidents. At best, it might make those accidents take place with vehicles travelling at slower speeds. If this is the best that can be done, it's really not much to get excited about.

Waka Kotahi best practice (<https://www.nzta.govt.nz/assets/resources/sharrow-markings-best-practice-guidance-note/Sharrow-markings-best-practice-guidance-note.pdf>) states:

"Australian research also suggests that sharrow markings should not be used ... on roads where traffic volumes or vehicle speeds are such that sharing the lane becomes unsafe and dedicated cycle infrastructure is a more appropriate treatment."

"Sharrows are intended for use on cycling routes and have not been trialled for use as a standalone marking at isolated locations. It is not recommended that sharrows be used at squeeze-points or roundabout approaches, unless those features are part of a cycling route and other cycle-specific markings, signs or more sharrows are used along that route.

Sharrow markings should not be implemented as a panacea on a corridor more suited to the implementation of dedicated cycle facilities. This may include corridors where the need for a cycle route has been established but that does not currently have sufficient road width to readily provide for dedicated cycle infrastructure possibly due to the presence of on-street parking."

It's pretty clear this is a "panacea" and not likely to help much because all four roads at this intersection carry appreciable volumes of traffic, especially at rush hour.

Moving the two bus stops, so they are nearly opposite each other on Centaurus Road, isn't a genius idea either, from a cycling perspective. This just creates additional hazards close to an intersection which is going to be further constricted by the proposed changes.

If you continue with this misguided design, please keep good statistics so you can prove me wrong.

Traffic volumes and speeds in Remuera Avenue

Already more aggressive drivers use Remuera Avenue as a short-cut between Colombo Street and Centaurus Road when traffic backs up at the intersection. This is highly undesirable because Remuera Avenue has a playground and is used as a walking route by Thorrrington Primary School pupils and the street is heavily used for parking by parents.

The proposed changes at the intersection will only make such aggressive behaviour more frequent. This would need to be mitigated by traffic calming structures in Remuera Avenue.

Conclusion

I am pretty confident these changes will make things worse. Please come up with another design.





Governors Bay Community Association

Senior Engagement Advisor
Christchurch City Council
CHRISTCHURCH

Attention: A Tomlinson

Governors Bay Community Association Submission on the Proposed Cashmere, Colombo, Dyers Pass Safety Improvements

Introduction

1. The Governors Bay Community Association has sought comments from the community regarding the proposed intersection changes at the Colombo Street, Cashmere Road, Centaurus Road and Dyers Pass Road intersection. These comments have been summarised in this submission.
2. The proposed works include
 - i. The removal of left turn lanes
 - ii. Installation of pedestrian crossings at every entry and exit of the proposed roundabout
 - iii. Traffic control devices
 - iv. Increased development of the existing bus stop on Colombo Street

Summary

3. Our submission addresses
 - i. The traffic flows into and from the harbour area
 - ii. Maintenance of left turn lanes (some currently informal)
 - iii. Vehicle Manoeuvring
 - iv. Location of Pedestrian Crossings
 - v. The safety of the proposal
 - vi. Alternative Solution
4. Governors Bay Community Association (GBCA) represents the community of Governors Bay and immediate surrounds. The GBCA works with the local community board to consider any proposal that may impact on the residents of the Governors Bay area.
5. The proposal for works at the intersection are considered, by the Council, necessary due to the people using public transport, the locality of local schools. The Council notes a number of accidents associated with bicycle and motorcycle. The Council considers that this is in support of the Road to Zero strategy to avoid deaths or serious injury.
6. It is unclear from the information provided by the Council how the proposal will meet this aim.

7. The GBCA seeks that additional assessment be carried out regarding the impact of traffic flows from the harbour region with data from traffic flows unaffected by the works on Dyers Pass Road and surrounds
8. The GBCA seeks that the left flow lanes are maintained to allow for traffic movements at peak times
9. The GBCA seeks confirmation of vehicle manoeuvring for the proposed upgrade
10. The GBCA seeks that the pedestrian crossing locations be reconsidered for the reasons of safety and keeping the roundabout operational.
11. The GBCA considers that the current roundabout is too small for the traffic volume and, due to area constraints, that traffic lights are a more practical and pragmatic option.

Traffic From the Harbour Area

12. Residents from the harbour area are not serviced with public transport to the major populations hubs (Governors Bay, Charteris Bay, Diamond Harbour) and as a result are dependant on private motor vehicles for access to the city.
13. Traffic flows from the harbour area have been significantly disrupted due to the works on Dyers Pass Road for the past 3 years. As a result of the management of the traffic control on Dyers Pass many residents commute via Lyttelton or Gebbies Pass. It is considered likely that, once the works are complete, Dyers Pass will become the main commuter route for the residents in the Harbour Area again.
14. The intersection at Colombo, Cashmere, Centaurus and Dyers Pass is currently at capacity during peak times and weekends that tail backs of cars to Cracroft Terrace to the south (approx. 450m) and past Thorrrington Road to the north (some approx. 400m).



Figure 1: Tail back - 6 December 2022 4:55pm

15. The traffic lights for the pedestrian crossing to Thorrrington School currently causes tail backs that block the existing roundabout at the times of school dropoff/pick ups

16. Any traffic flow data collected in the past 3 years is likely to significantly underrepresent the commuter traffic from the Harbour Area.
17. The GBCA association questions the ability of the proposal to manage actual traffic volumes

Maintaining of Left Turn Lanes

18. Whilst there is no lane marking on the road, regular users 'form' a left turn lane from Colombo to Centaurus Road. This partially alleviates the congestion on Colombo Street.
19. The left turn from Dyers Pass to Cashmere Road is currently via a steep sharp bend that is able to be used when the roundabout is not. This route is the easiest route to Barrington Shopping Centre (the closest for the harbour area) as it negates the need to turn right at Hackthorne Road.
20. Removal of the option to progress vehicles two at a time during these time of peak flow will decrease the capacity of the roundabout and increase the level of congestion on the feeder roads.
21. The GBCA considers that the proposal will detrimentally impact on the traffic flows used the residents of the harbour basin due to the limiting of the roundabout capacity and the resulting increase of congestion.

Confirmation of Vehicle Movements

22. The diagrams provided by the Council appear to neglect the impact of elevation on vehicle movements.
23. With reference to the Dyers Pass Road, Centaurus Road intersection, the vertical alignment of Dyers Pass Road coupled with the acute angle of the intersection, suggests that an alternative route will not be easily trafficable by vehicles.



Figure 2: Sketch from CCC indicating flat topography



Figure 3: Aerial from Google Maps indicating steep grade of Dyers Pass onto Round about

24. The submitted plans do not indicate any scale. However, it appears that the location of the pedestrian crossings will not allow a bus (approx. 3 car lengths) to stop at the crossing without blocking the roundabout.
25. The GBCA are concerned that the proposal will not allow for practical vehicle turning or efficient functioning of the intersection.

Location of Pedestrian Crossings

26. The proposal has located pedestrian crossing at all roads entering the intersection.
27. The pedestrian crossing on Colombo Street is approx. 80m from an existing pedestrian refuge and 150m from a pedestrian crossing controlled by traffic lights. With cars exiting Dyers Pass Road downhill and with cars turning left from Cashmere Road it is considered that if a free exit from the roundabout is not able to be achieved, then there will be an increase in vehicle accidents. The existing crossing at Thorington School currently causes tailbacks to the roundabout causing the roundabout to 'stall'. This 'stalling' has caused nose to tail accidents on this stretch of road. Adding an additional crossing point (to the 2 existing) will likely compound this issue.
28. The pedestrian crossing on Dyers Pass Road appears to ignore the gradient of the road. The location is where vehicles will be accelerating from the roundabout to go up hill. The need to stop for pedestrians at this time is likely to cause an increase in vehicle accidents.
29. The pedestrian crossing on Cashmere Road is unsighted from Dyers Pass Road and in the sweep path of turning vehicles (who are looking right to give way. The GBCA considers that this pedestrian crossing is in an unsafe location.
30. The GBCA notes that a roundabout with similar proximity of pedestrian crossings was installed in Motueka in 2021. This roundabout had to be amended in 2022 due to safety issues <https://www.nzta.govt.nz/media-releases/changes-coming-for-motueka-roundabout/>
31. The GBCA considers that all the pedestrian crossings (excepting that on Centaurus Road) to be in unsuitable locations and will adversely impact on the traffic flows into and from the Harbour Area and will decrease the safety of the intersection

Traffic Lights

32. It is accepted that the current traffic volumes and usage of this intersection to gain access to the Harbour Area means that some action is required.
33. The amount of land available means that the size of the roundabout is limited. A larger round about will be better to address the safety issues, however, with this not being possible then traffic lights are considered to be a better option.
34. Traffic lights will
 - i. Provide better protection for pedestrians
 - ii. Provide a more equal traffic flow regime during peak times
 - iii. Reduce driver aggression due to the regular reduction of queued traffic

Relief Sought

35. That the proposed intersection changes are refused and consideration to alternative options (eg traffic lights) be used to address the concerns above.

Senior Engagement Advisor
Christchurch City Council
CHRISTCHURCH

Attention: A Tomlinson

**Proposed Cashmere, Colombo, Dyers Pass Safety Improvements
Submission from John Bannock**

Introduction

1. The Christchurch City Council has proposed works at the intersection of Colombo, Dyers Pass, Centaurus and Cashmere Roads. The Council have presented the works as improvements.
2. The proposed works include
 - i. The removal of left turn lanes
 - ii. Installation of pedestrian crossings at every entry and exit of the proposed roundabout
 - iii. Traffic control devices
 - iv. Increased development of the existing bus stop on Colombo Street
3. I have owned property in Governors Bay since 1994 and lived in the area since 2003
4. Dyers Pass Road/Colombo Street forms part of my daily commute and I have used this intersection for most of this time – twice a day. This equates to over 12,000 uses of the intersection.
5. I am a practicing civil engineer with over 30 years experience in land development and road construction.
6. The Governors Bay Community Association has prepared a submission in opposition to this proposal and I support their position and submission in full. (I have repeated aspects of their submission in order to provide a cohesive narrative to my submission).
7. The Governors Bay Community Association submission and this submission are considered separate submissions

Summary

8. In addition to the points raised in the GBCA association submission, my submission expands on and addresses
 - i. The traffic flows into and from the harbour area
 - ii. Accident Data
 - iii. Maintenance of left turn lanes (some currently informal)
 - iv. Vehicle Manoeuvring
 - v. Service Locations
 - vi. Location of Pedestrian Crossings
 - vii. The safety of the proposal
 - viii. Additional comments
9. I have used the intersection for in excess of 12,000 trips over the past 20 years
10. The proposal for works at the intersection are considered, by the Council, necessary due to the people using public transport, the locality of local schools. The Council mentions a number of accidents associated with bicycle and motorcycle.
11. The Council has provided no data to backup this assertion (accidents or traffic volumes)
12. It is unclear from the information provided by the Council how the proposal will meet the stated aim or how this is to be measured.
13. I consider that the base data that the Council is using may be deficient
14. I consider that the restriction of the access to the roundabout will increase congestion and driver aggression
15. I consider that the proposal is deficient in concept that does not take into account actual topography and engineering constraints
16. I consider that the proposal is deficient in considering vehicle manoeuvring
17. I consider that the location of the pedestrian crossings will decrease the safety of all users.
18. I consider that the presented proposal has critical deficiencies and should not continue.

Traffic From the Harbour Area and Traffic Flow

19. Residents from the harbour area are not serviced with public transport to the major populations hubs (Governors Bay, Charteris Bay, Diamond Harbour) and as a result are dependant on private motor vehicles for access to the city.
20. In addition to the growing population within the harbour area, the harbour area is experiencing and increase in recreational use and seasonal visitors. All of which adds to the use of this intersection.

21. Traffic flows from the harbour area have been significantly disrupted due to the works on Dyers Pass Road for the past 3 years. As a result of the haphazard management of the traffic control on Dyers Pass many residents commute via Lyttelton or Gebbies Pass.
22. It is considered likely that, once the works are complete, Dyers Pass will become the main commuter route for the residents in the Harbour Area again.
23. The intersection at Colombo, Cashmere, Centaurus and Dyers Pass is currently at capacity during peak times and weekends that tail backs of cars to Cracroft Terrace to the south (approx. 450m) and past Thorrington Road to the north (some approx. 400m). There are similar tail backs on Cashmere Road and Centaurus Road – but these have not been measured.
24. When the tail backs on Dyers Pass Road reach Cracroft Terrace, cars generally divert to use Merlewood Avenue. This spreads the traffic volume from Dyers Pass to include Centaurus Road.
25. Similarly, when tailbacks on Colombo Street reach Thorrington Street, vehicles start to use Thorrington Street to enter the roundabout from Cashmere Road (as this is easier to use at the end of the day) due to the traffic flow patterns.



Figure 1: Tail back - 6 December 2022 4:55pm

26. The traffic lights for the pedestrian crossing to Thorrington School currently causes tail backs that block the existing roundabout at the times of school dropoff/pick ups
27. Any traffic flow data collected in the past 3 years is likely to significantly underrepresent the real commuter traffic from the harbour area that would be expected to occur without the lengthy disruption of the road works on Dyers Pass Road
28. The purpose of roundabouts is to provide a way of ensuring a traffic flow in that cars enter and leave in a steady manner. The proposal will not achieve this with the volume of traffic not changing, the access to the intersection being limited and the requirement for traffic to stop on exit to allow pedestrians to cross.

29. I consider that the base data relating to traffic volumes used for the proposal (assuming there was some), will under represent the traffic volumes once the works on Dyers Pass Road will be completed (currently being carried out in excess of 3 years). The foundation of the design is therefore flawed.

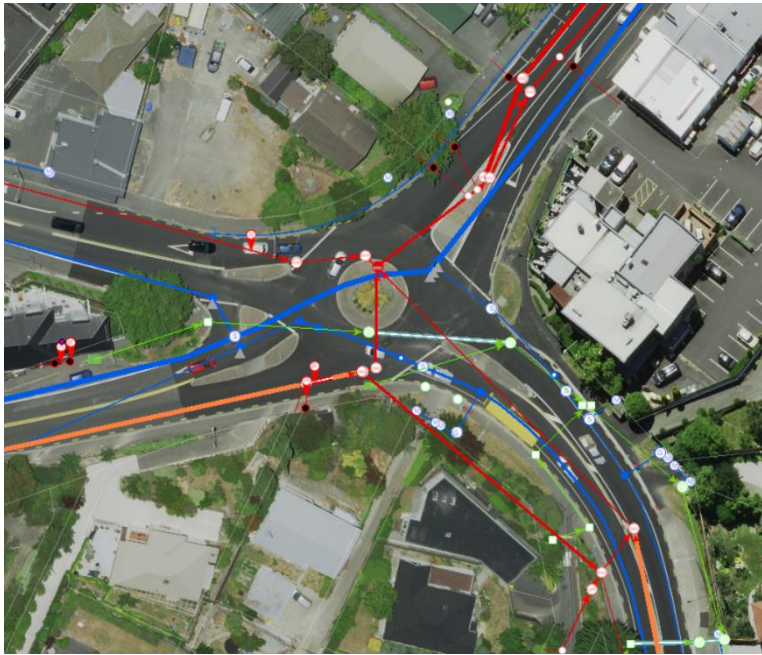
Safety Data

30. The Council has provided no data to confirm their claim of "there have been a number of injury crashes involving people travelling by bicycle" and "This approach ... safety strategy when no one is seriously injured or killed in road crashes"
31. I have briefly reviewed the crash data for the intersection and surrounds. In the past 20 years there have been 88 accidents at or near this intersection. 44 of these were no injury accidents and 28 were minor injury accidents.
32. There has been one fatality involving a single car and a building. It is uncertain as to how the proposal will change this type of accident
33. There have been 13 serious injury accidents. Of these 7 (50%) involved a bicycle. Of these 3 involved a bicycle, only with the remaining 4 involving a car/bicycle. This equates to about 1 car/bicycle accident every five years.
34. Of the remaining 9 serious accidents, one involved a single motorbike. There have been a serious injury accident (not involving a bicycle) about 1 every 2 years.
35. As there is no data on traffic volumes it is difficult to assess how these figures relate to other areas of the city.

Underground Services

36. There are a number of underground services that occupy this intersection. There are water and sewer trunk mains as well as smaller service lines to service the surrounding areas.
37. The proposal will require if changes to the vertical alignment of Dyers Pass Road (to allow the proposed alignment to work. This will likely require works around the water trunk main. Alternatively, there is no changes to the services, in which case the vertical alignment of Dyers Pass Road will limit the ability of all vehicles navigating the roundabout.
-

38. Irrespective of the development proposal. Adjustment to the existing major services will be required. My experience is that these adjustments will be costly.



Maintaining of Left Turn Lanes

39. Whilst there is no lane marking on the road, regular uses 'form' a left turn lane from Colombo to Centaurus Road. This partially alleviates the congestion on Colombo Street.
40. The left turn from Dyers Pass to Cashmere Road is currently via a steep sharp bend that is able to be used when the roundabout is not. This route is the easiest route to Barrington Shopping Centre (the closest for the harbour area) as it negates the need to turn right at Hackthorne Road.
41. Removal of the option to progress vehicles two at a time during these times of peak flow will decrease the capacity of the roundabout and increase the level of congestion on the feeder roads.
42. I consider that the proposal will detrimentally impact on the traffic flows due to the limiting of the roundabout capacity and the resulting increase of congestion.

Vehicle Movements

43. The diagrams provided by the Council appear to neglect the impact of road elevation on vehicle movements. This is a fundamental omission.
44. The presented proposal appears to have been prepared considering the plan view only. Due to the grade of Dyers Pass Road, this will have a significant impact on the design of the intersection.
45. With reference to the Dyers Pass Road, Centaurus Road intersection, the vertical alignment of Dyers Pass Road coupled with the acute angle of the intersection, suggests that an alternative route will not be easily trafficable by vehicles.

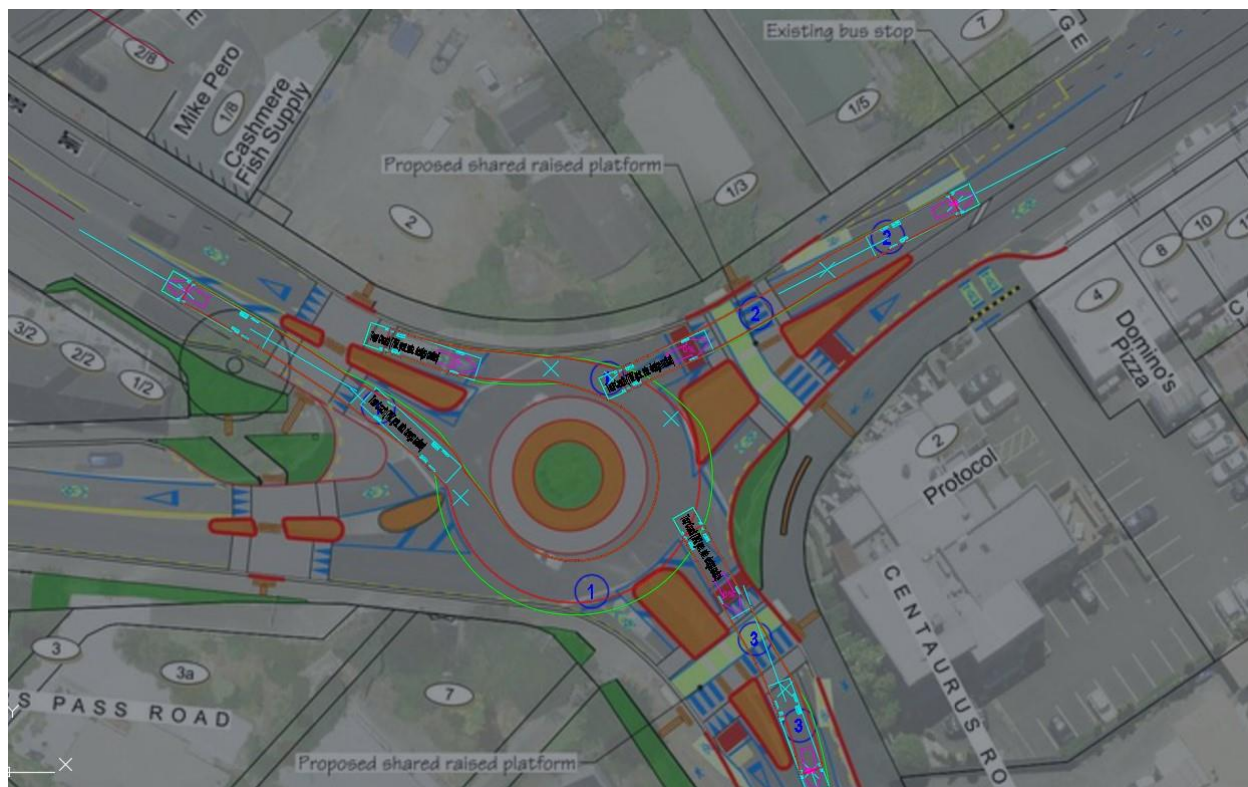


Figure 2: Sketch from CCC indicating flat topography



Figure 3: Aerial from Google Maps indicating steep grade of Dyers Pass onto Round about

46. There appears to be no consideration to the impact of the location of the crossing on Dyers Pass Road to the maintenance of the road. All vehicles will have to stop for pedestrians and then carry out a hill start. This will stress the road and will increase the degradation of the pavement in this location.
47. The submitted plans do not indicate any scale. In order to assess some basic vehicle manoeuvring, I have used boundaries to scale a screen shot of the proposal and then used tracking software to model vehicle movements.
48. I modelled a bus carrying using the roundabout as they currently do. The result is indicated below [note that this route took multiple attempts to achieve]



49. It is noted that
- A bus needs to take an exact route to use the roundabout – there is little room for error
 - The sweep path of the bus runs over the footpath at the Centaurus Road/Dyers Pass corner
 - The sweep path of the bus runs over the island on Dyers Pass Road. As this island will be graded up the hill, it is likely that a bus will hit this island
 - Buses/trucks/cars with trailers leaving the roundabout and stopping for pedestrians on Colombo Street, Cashmere Road and Centaurus Road will block the roundabout.
50. I do not consider that the presented proposal will pass basic engineering criteria for vehicle movements.

Location of Pedestrian Crossings

51. The proposal has located pedestrian crossing at all roads entering the intersection. None of the crossings are controlled – meaning that anyone can use them at any time.
52. Due to the available land and the direction of the feeder roads, there are limited sight lines available to turning traffic to identified pedestrians. Drivers will be looking to the right as they turn left to ensure that they are giving way to traffic on the roundabout. This will further limit the ability to drivers to react to identify pedestrians.
53. The proposal only identifies two properly marked pedestrian crossings with an additional two raised road thresholds.
54. The raised thresholds are not legal pedestrian crossings, however the proposal has identified tactile pavers towards these raised island. Tactile pavers are used to direct visually impaired people to safe road crossings.

55. As the raised areas are not legal pedestrian crossings, the proposal currently directs visually impaired people onto the road. This would be a critical failure.
56. The pedestrian crossing on Colombo Street is approx. 80m from an existing pedestrian refuge and 150m from a pedestrian crossing controlled by traffic lights. The proposal will mean 3 crossings within 150m.
57. There appears to be queuing for approximately 2 cars before blocking the roundabout. With cars exiting Dyers Pass Road downhill (generally faster) and with cars turning left from Cashmere Road it is considered that if a free exit from the roundabout is not able to be achieved, then there will be an increase in vehicle accidents. The existing crossing at Thorrington School currently causes tailbacks to the roundabout causing the roundabout to 'stall'. This 'stalling' has caused nose to tail accidents on this stretch of road. Adding an additional crossing point (to the 2 existing) will likely compound this issue. This exit from the roundabout is the busiest in the morning.
58. The pedestrian crossing on Dyers Pass Road appears to ignore the gradient of the road. The location is where vehicles will be accelerating from the roundabout to go up hill. The need to stop for pedestrians at this time is likely to cause an increase in vehicle accidents. Larger vehicles will need to stop and the subsequent hill start will cause pavement damage and will increase congestion as they have lost all momentum.
59. The pedestrian crossing on Cashmere Road is unsighted from Dyers Pass Road and in the sweep path of turning vehicles (who are looking right to give way). There appears to be queuing space for less than one vehicle. Any vehicle stopping for pedestrians will block the exit from the roundabout. This means that people entering the roundabout from any of the other feeder roads will also need to be aware of a pedestrian crossing the road in order to determine whether the roundabout is able to be used. This is a critical failure of design.
60. The pedestrian crossing on Centaurus Road appears to be queuing for approximately 2 cars before blocking the roundabout.
61. It has been noted that a roundabout with similar proximity of pedestrian crossings was installed in Motueka in 2021. This roundabout had to be amended in 2022 due to safety issues <https://www.nzta.govt.nz/media-releases/changes-coming-for-motueka-roundabout/>. It seems that the Council is determined to follow this mistake.
62. In addition to the pedestrian crossings, the proposal indicates nominate bike crossings – again uncontrolled. These will enable cyclists to cross the road at any time without the requirement to assess the traffic conditions. [for instance; it is possible for a cyclist to cross Centaurus Road, around the corner by Protocol and then cross Colombo Street to head north. This to avoid the roundabout and – at the same time – impeding the operation of the roundabout]
63. I consider that all the pedestrian crossings to be in unsuitable locations and will adversely impact on the traffic flows using the intersection
64. I consider that the proposal has such critical failings that there will be an increase in accidents

Additional Comments

65. From an engineering perspective I am surprised that the presented proposal was allowed out for public comment.
66. In my experience, there are significant safety deficiencies in relation to traffic queuing, sight lines pedestrian crossing formation and sweep paths that would mean that the presented option would not pass any safety audit.
67. In my experience, there are significant engineering deficiencies in relation to the neglecting of vertical alignments, the angle of the road intersections and underground services that would mean that the presented option would not pass engineering approval
68. In my experience, there are significant engineering deficiencies in relation to 'real world' traffic manoeuvring and the type of vehicles that use this road (construction and delivery trucks) that the presented option would not pass traffic engineering approval.
69. In my experience, there appears to be no consideration for the impact of maintenance costs or service relocation costs that would mean that the proposal would be unlikely to pass budget approval.
70. The proposal appears to have been completed with no understanding of the topography of the area, the traffic flows, the vehicle make up or the current usage patterns.
71. I think that this proposal should not have left the desk of the graduate that appears to have prepared it.
72. There are multiple competing issues at this intersection, but one unchangeable fact. There is limited land.
73. I consider that the proposal fails to address the competing issues and has been designed without considering the actual usage, topography and safety.
74. I consider that a suitable roundabout that would address these issues would be larger. However that there is not the land for such a structure

Relief Sought

75. That the proposed intersection changes are refused



Cashmere, Colombo, Dyers Pass Safety Improvements

Submission from Spokes Canterbury

Reference: <https://www.ccc.govt.nz/the-council/haveyoursay/show/559>

Tēnā koutou katoa

Thank you for the opportunity to comment on the proposed Cashmere, Colombo, Dyers Pass Safety Improvements.

Introduction

Spokes Canterbury (<http://www.spokes.org.nz/>) is a local cycling advocacy group with approximately 1,200 followers. Spokes is affiliated with the national Cycling Action Network (CAN – <https://can.org.nz/>). Spokes is dedicated to including cycling as an everyday form of transport in the greater Christchurch and Canterbury areas. Spokes has a long history of advocacy in this space including writing submissions, presenting to councils, and working collaboratively with others in the active transport space. We focus on the need for safe cycling for those aged 8 to 80.

Proposal

Spokes supports the overall plan for the Cashmere, Colombo, Dyers Pass safety improvements. It is a significant improvement over the current layout for both cyclists and pedestrians.

- Please reduce the speed limit on all four streets which intersect at the round-about to a permanent speed limit of 40 km/h (outside of school zone variable times when 30 km/h is more appropriate), minimally:
 - Dyers Pass Road from the roundabout up to #236
 - Colombo Street from the roundabout to Thorrington Rd intersection
 - Cashmere Road from the roundabout to Opihi Street
 - Centaurus Road for the full length of the road.
- Spokes supports the refuge and raised zebra pedestrian and cyclist crossings.
 - Spokes supports the raised crossings on all four approaches to the roundabout to reduce vehicle speeds.
 - The zebra crossings need appropriate signage. It is good to see this treatment that works so well on Ilam Road used elsewhere.
 - Could all four be made shared crossing with bicycles and pedestrians separated?
 - Can the Dyers Pass Road and Cashmere Road crossings have the red AC surfacing added as well please, for consistency?
 - Please ensure the spacing between islands/handrails allows for prams/pushchairs and wheelchairs/mobility scooters and cargo bikes.

- Spokes supports the layout, which removes the left turn from Dyers Pass onto Cashmere Road which bypassed the roundabout. This is currently dangerous for cyclists and pedestrians using the roundabout. Cyclists are wobbling or clipping their pedals on the island after being forced over unexpectedly by other vehicles turning left.
- Please run a safety campaign on the TV, YouTube adds, Facebook adds, etc. to teach people how to use sharrows and especially how to give way to pedestrians and cyclists at these raised crossings, which is new for this area.
- Spokes supports the shared path on the Colombo/Centaurus corner, provided this is a slow speed zone to protect pedestrians, especially those with mobility struggles
- Please consider buying a small parcel of land at the Cashmere/Colombo corner to build a wide shared path there too
- Please ensure the new kerbing/cut-downs allows a safe and easy transition for bicycles and trikes of all sizes (including cargo bikes, bikes with trailers) to navigate this new layout
- Please provide a wide, flat kerb cut-down around #4 Colombo Street to allow bicycles to use the shared path as marked without having to jump the kerb
- Spokes supports the pedestrian refuge island on Remuera Avenue near Colombo Street
- Spokes supports the new bus stop locations, noting these will be safer for users if the speed limit is reduced to 30 or 40 km/h. Please ensure they are long enough to be able to easily put a bike on the front of the bus.
- Please include sharrow markings on the roundabout itself, as well as the approaches. Drivers do not understand that cyclists are expected to take the lane in a roundabout. The intersection is also used by a lot of road cyclists who are more likely to use the road rather than the slower crossings suitable for the more vulnerable.

I would like the opportunity to present to the Community Board on this submission and I am happy to discuss or clarify any issues that arise.

Anne Scott
Submissions Co-ordinator
Spokes Canterbury
submissions@spokes.org.nz



Feedback on the Christchurch City Council - Cashmere Road, Colombo Street, Centaurus Road and Dyers Pass Road safety improvements

To: Christchurch City Council

Name of submitter: Ministry of Education Te Tāhuhu o Te Mātauranga ('the Ministry')

Address for service: C/-Beca Ltd
PO Box 13960
Christchurch 8141

Attention: Sara Hodgson

[REDACTED]

[REDACTED]

This is feedback on the Cashmere Road, Colombo Street, Centaurus Road and Dyers Pass Road safety improvements

Background

The Ministry is the Government's lead advisor on the New Zealand education system, shaping direction for education agencies and providers and contributing to the Government's goals for education. The Ministry assesses population changes, school roll fluctuations and other trends and challenges impacting on education provision at all levels of the education network to identify changing needs within the network so the Ministry can respond effectively.

The Ministry has responsibility for all education property owned by the Crown. This involves managing the existing property portfolio, upgrading, and improving the portfolio, purchasing, and constructing new property to meet increased demand, identifying and disposing of surplus State school sector property, and managing teacher and caretaker housing. The Ministry is therefore a considerable stakeholder in terms of activities that may impact on existing and future educational facilities and assets in the Christchurch district.

The Ministry of Education's feedback is:

The Christchurch City Council (CCC) are proposing various safety improvements at the intersection of Cashmere Road, Colombo Street, Centaurus Road, and Dyers Pass Road to provide a safer traffic environment. The intersection is heavily used by people catching the bus, cycling, driving and walking, including school-aged children from nearby Thorrrington Primary School and Cashmere High School. Thorrrington Primary School is located approximately 130m to the north of the intersection, and Cashmere High School is located approximately 690m west of the intersection.

The Ministry has an interest in relation to the effects of the proposed safety improvements on these nearby schools.

The proposed safety improvements are intended to provide for larger pedestrian islands, provide for clear cycle routes, and slow the speed of vehicles travelling through the roundabout from all four approaches. Raised safety platforms are proposed to be installed on all four approaches to the intersection, which are designed to slow traffic and reduce the risk of collisions.

CCC are also proposing to:

- Narrow the road widths approaching the roundabout and install sharrow markings to indicate that cyclists and vehicles share the lane;
- Widen the existing pedestrian refuge islands and add zebra pedestrian and cycle crossings on Colombo Street and Centaurus Road to create safer crossing points;
- Build out the kerb on the corner of Colombo Street and Centaurus Road to slow vehicles turning left into Centaurus Road and provide space for landscaping;
- Build out the kerb on Dyers Pass and Cashmere Road to slow vehicles turning left into Cashmere Road;
- Add a concrete lip around the centre of the roundabout to reduce the speed of people travelling in the roundabout; and
- Install a new pedestrian refuge island on Remuera Avenue at the intersection of Colombo Street, making it safer to cross at this location.

This Ministry acknowledges that this approach supports Road to Zero, New Zealand's national road safety strategy where no one is killed or seriously injured in road crashes.

The Ministry's position on the Plan

The proposed safety improvements will have a positive effect on nearby Thorrrington Primary and Cashmere High Schools and will provide a safer transport environment for students and staff travelling to and from these schools via the intersection. They will not only enhance vehicle user safety, but also the improve the safety of pedestrians and users of active modes of transport commuting to and from these schools. Therefore, the Ministry is supportive of the proposal.

Decision sought

The Ministry agree with the proposed Cashmere Road, Colombo Street, Centaurus Road, and Dyers Pass Road safety improvements and is supportive of the proposed improvements in its current form.

The Ministry wishes to be heard in support of its submission.

Tom Ranier and Dharam Devkota

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

28/11/22

To Christchurch City Council

We are responding to the public consultation letter regarding upgrades and improvements to the Cashmere Rd, Colombo St, Centaurus Rd and Dyers Pass Rd intersection. The letter which was circulated is an excellent source of information, thank you for considering us as part of this plan.

We would like to learn more about the impact of the intersection changes on Centaurus Rd and raise our view that the proposed improvements to the intersection will exacerbate existing safety issues to a section of Centaurus Rd within 150m of the roundabout.

As homeowners and residents of Centaurus Rd, we are not concerned about the proposed changes to the roundabout, which are a welcome addition in our view. The issue is that motorists leaving the intersection accelerate sharply, firstly within 100 meters, and then again in the proceeding 50 meters, with their high speed carried into the next section of road. We regularly observe this behavior in motorists who have slowed down or have been stuck in traffic at the intersection. We have witnessed many close calls personally, as well as having seen crashes and close calls by others. This is especially concerning when close calls involve pedestrians and cyclists, many of those who use the crossing at this corner as part of their route to/from school, or on their way to catch a bus.

To clearly communicate the stretch of Centaurus Rd that is concerning, we attach a diagram to this letter. The diagram is explained as follows: Once clear of the roundabout and the proceeding bend (marked in yellow dashed line), motorists accelerate into the following bend and down the proceeding straight (marked in red dashed line). This presents a significant hazard to:

- A. Pedestrians using the crossing (marked with a green line), particularly children walking to school. The crossing is used by many residents and children in the area due to surrounding shops, schools, bus stops and other amenities. As previously noted, I have seen many close calls with motorists accelerating towards the crossing when a pedestrian is trying to get across the road.
- B. Homeowners and tenants of properties in the vicinity of the area marked with red dotted line on the diagram. We have each been involved in many close calls with motorists accelerating around the corner without clear visibility. We also regularly see motorists accelerating sharply

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along this stretch of road. Cyclists using this stretch of road can also be difficult to see due to the blind corner.

With the proposed changes to the roundabout, we expect that the improvement work will exacerbate these existing issues.

In summary, we request consideration of the corner section and associated pedestrian crossing as part of the upgrade and improvement works. We request engineering consideration to the associated section of road.

I hope that the Council can find 30 minutes to meet with us on site during or after the consultation period to review the situation and discuss these issues in more detail, and the opportunity to mitigate these risks through excellent design, as is seen at the intersection.

Thank you for your time in reading this letter and we appreciate you considering this request.



Submission on Cashmere, Colombo, Dyers Pass Safety Improvements

To: Christchurch City Council

Submission on: Cashmere, Colombo, Dyers Pass Safety Improvements

Name of Submitter: Fire and Emergency New Zealand

This is a submission on an application on the proposed raised platforms on all four approaches to the roundabout at the intersection of the roads specified above. The specific element that Fire and Emergency's submission relates to is the provision for timely and adequate emergency access through the roundabout.

Fire and Emergency's submission is:

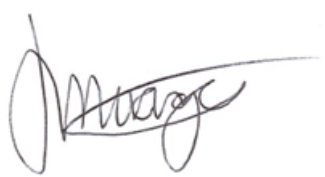
Fire and Emergency New Zealand (Fire and Emergency) has a responsibility under the Fire and Emergency New Zealand Act 2017 (FENZ Act) to provide for firefighting activities to prevent or limit damage to people, property and the environment. As such, Fire and Emergency has an interest in street upgrades to ensure that, where necessary, appropriate consideration is given to fire safety and operational firefighting requirements.

Fire and Emergency has principal objectives of reducing the incidence of unwanted fire and the associated risk to life and property, protecting and preserving life, and preventing or limiting injury, damage to property land, and the environment. To achieve these objectives, Fire and Emergency requires adequate access to developments to ensure they can respond to emergencies. In addition to fire safety and response, Fire and Emergency's functions under the FENZ Act include involvement with transport accidents, medical emergencies and hazardous substances incidents.

Fire and Emergency support safety improvements as this can reduce demand on Fire and Emergency callouts to traffic related emergency incidents. Its addition, it can reduce blockages from crashes that delay Appliance response times.

On the other hand, safety measures like raised platforms limit the speed of vehicles and so can lengthen the time for Fire and Emergency Appliances to reach emergencies. The streets included in this proposal are routes used by Fire and Emergency.

Fire and Emergency ask that on similar future projects that include traffic calming measures, Christchurch City Council consider the impact on emergency service vehicles.



Signature of person authorised to sign on behalf of
Fire and Emergency