

Wairakei and Grahams Rd intersection safety improvements - Submissions - Feb/Mar 2020

ID	Do you have any comments - please be as specific as possible to help us understand your views	Name	Organisation and role
31572	A great looking proposal ensuring pedestrians and cyclists are not being compromised by making more of the road for vehicles. As a number of our families have to go through this intersection, it is important that a good delay length is programmed for pedestrians to start crossing before the traffic green is given. At the Greers and Wairakei Rd intersection, there is a 6 second delay which helps immensely. This intersection still needs improvement but starting with Greers and Grahams is fantastic for my school community.	Shane Buckner	Wairakei School - Principal
31658	<p>As a user of this intersection and from working in road safety I'm wondering if you have considered right turning arrows?</p> <p>Although you are realigning the intersection, from the pictures provided there is still the problem of right turning traffic not being able to see past the traffic in front of it waiting to turn right. Particularly on Grahams Road turning into Wairakei.</p> <p>Due to the angles of the intersection, even with the new alignment, there is also a greater time taken to complete these turns. Hence you are in the middle of the intersection for longer which catches people by surprise.</p> <p>Right turning arrows would remove a lot of the risk from this, as I mention, particularly for the Grahams Road traffic.</p> <p>Happy to discuss at any time.</p> <p>Thanks</p>	Vaughn Lapslie	NZ Police - Serious Crash / Highway Patrol / Road Policing
31682	<p>Thank you for providing the opportunity to comment on this proposal.</p> <p>During the upgrade of the intersection we note that you propose to mark bus stop 43460 immediately west of the intersection, which we fully support. At the same time that this is carried out we identify the need to upgrade the bus stop to include a hardstand for passengers getting out of buses, in line with CCC's bus stop guidelines. Additionally we note that while bus stop 16287 (immediately east of the intersection) does have a hardstand and shelter the hardstand does not fully cover the boarding area, so the hardstand at this bus stop needs to be extended the full length of the stop.</p>	Gerard Coulson	Environment Canterbury - Public Transport Planner / Scheduler
32291	<p>Please see attached submission</p> <p>See Attachment A at the end of this document.</p>	Dirk De Lu	Spokes Canterbury - Submissions Convener
31521	LOVE IT! This will be so much safer. Thank you	Justine Johnson	
31524	Extend the Proposed no stopping restriction extension to the drive way of 321.This would make it much easier to turn into the drive way. The traffic along Wairakei Road has become a lot busier and a car parked outside ■■■ makes it difficult to turn into the driveway when there is a car parked there.	Trevor Ockwell	
31534	<p>The proposed changes appear to be a step in the right direction, but I believe there will be some unintended consequences for the occupants of houses near the intersection. There is already very little room to make left turns into a driveway without running over a curb and this will be limited even further by these changes and increase the risk of being rear ended.</p> <p>Turning into these driveways (e.g. ■■■■■) will result in significantly impeding the traffic behind the person entering the driveway as there will no longer be any room for them to swerve out of the way.</p> <p>A possible solution to this would be to modify the driveway entrances to allow for turning in from a narrower lane - increasing the paved width and blending the curb into the road surface over a longer distance. The occupants will then be able to enter the driveways more efficiently and safely.</p>	Anton Good	Good Engineering Ltd
31538	<p>While amicable the aims of this and the improvements that the lane changes will be, the major issue here is that there is no dedicated right turn arrow for traffic trying to turn safely. There ends up being backlogs of traffic and generally only 1 or two cars may make it round the right turn during phasing and usually this ends up being on an amber/red when a vehicle may come straight through as well.</p> <p>I have concerns based on the drawings that there may not be enough distance between the bus stop on Wairakei Road and the right turn lane heading south in which if a bus pulls into this there may not be enough space for a vehicle to safely pass between the bus and the opposing lane causing delays in the intersection.</p> <p>Thank you.</p>	Michael Leefe	
31576	A heart filled thanks to the City Council and its officials for taking this matter up. We have been on the front line for the number of incidents that had happened in past years on this intersection. We are pretty happy with the safety improvements measures that the Council has planned. Here are some further comments:	Kapil Bhutani	

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31576 - cont	<p>1. A dedicated right lane will prevent cars to be queued up impatiently and also help to clearly see who is heading straight. We are in with this idea. An additional safety could be dedicated signal for the right on top of the dedicated right turn lanes. It will take away most of the risk in terms for visibility of the traffic going straight.</p> <p>2. Due to the 'x' nature of the crossing, left turns are blind spots for the drivers putting pedestrians at very HIGH risk. The intersection is used by young children and old fellows and busy during school and office times. A dedicated pedestrian signal, like we have in the city centre, where all traffic stops when pedestrians cross, appears to be the only way to make it safe for the pedestrians. We are in with this idea.</p> <p>An added suggestion is if we can have small pillars on the footpath at the crossing points to provide a safe cover for pedestrians waiting to cross.</p> <p>3. Please go ahead with extending no stopping area, it gives a decent distance where cyclists and motorists can safely merge. We are in with this idea.</p> <p>4. Painted cycle lanes: We are pretty happy with this idea. A lot of kids use this intersection for going to school. It will de-mark and thus segregate cyclists from the busy lane. We are in this this idea</p> <p>We have one more suggestion to add</p> <p>5. We have observed that the frequency of red light jumping and over speeding incidents is quite high on this intersection. There are impatient and sometimes rude/poor drivers often using this intersection. A camera enforcement to check the above violations would significantly improve the overall safety for pedestrians, traffic and the neighbourhood in this area.</p> <p>6. A "no cruise" sign will also be pretty helpful</p> <p>We are happy to attend any further meetings planned on this discussion.</p>		
31601	<p>This intersection is been extremely dangerous. I have witnessed many crashes here and some very serious ones. I have lived in on [REDACTED] for over 20 years and have used this intersection several times daily. I find turning right either side of Grahams Rd a real danger as there's no vision due to the angle of the road layout. There are people going straight that pull in behind right turning vehicles that slows the flow of traffic causing build-up. Having right turning lanes would increase safety at this intersection along with one straight lane to avoid the bottleneck/merging nightmare along with the left turning give way to ease congestion. I hope this makes sense.</p>	Dawn Hanara	
31602	<p>I [REDACTED] this intersection and there are accidents here all the time. I get anxious to drive through this intersection so use alternative routes on a regular basis.</p>	Amelia Morrison	
31603	<p>It's still far too dangerous need an arrow for right hand turns.</p>	Sarah Johnson	
31605	<p>I live on Wairakei Road, one house back from the intersection and I agree it is dangerous .</p> <p>I never turn right at the intersection, preferring to go around the block to enter Wairakei road from the left.I support and welcome anything to make this area safer.</p>	Sara Pearson	
31609	<p>While the statement that traffic flow will be improved is incorrect, as the intersection is moving from two straight lanes down to one, I support this proposed plan as it will make the intersection safer for all road users.</p> <p>Improving cycle infrastructure, even if it is only created painted lanes is supported.</p> <p>While outside the remit of this consultation, further cycle infrastructure work along Wairakei Road should be considered to create a dedicated standalone cycle path to link up with the Northern Line Cycle Path. This would create a viable and safe cycle route from Russley Road into the city centre along an arterial route.</p>	Robert Love	
31613	<p>Looks good, but if there's no room for a cycle lane on the north side of Wairakei, could a cycle-arrow be painted in the lane to show motorists the need to share?</p>	Chris Odell	
31631	<p>Totally support this decision. I have had an accident in the past at this intersection because of the offset roads and now avoid it at any cost unless I'm going straight through. Hope it won't take years to do!</p>	Gillian Jones	
31642	<p>Aligning the lanes on all four approaches is great but to be truly safe, all right turning lanes an all four approaches need to be individually controlled by green arrows.</p> <p>So many near misses aren't just caused by lane confusion, but also right-turning traffic running the gauntlet of on-coming traffic, or right turning traffic running amber and red lights to cross because they never got an opportunity while on-coming straight-through traffic had a green light.</p>	Jae Ekman	
31645	<p>It would be better if you put a right turn sign.</p>	Faith Carag	
31668	<p>This plan does not give protection to cyclists travelling south on Wairakei just before they cross through Graham's Road. That particular section has several risks such as a poor quality surface on the area of the road near the kerb, which is the typical path a cyclist would ride on and also there is no protection from left turning drivers who forget to indicate or notice when they overtake cyclists.</p>	Pete McGinival	

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31668 - cont	From a driving point of view improving the alignment as stated in the text could help as most of the potential crashes I've seen occur when a right turning car tries to go through quickly but has a poor, almost blind view of cars changing from right to left side lane going straight through.		
31704	<p>I agree with having dedicated right-turn lanes. Will there be right-turn arrows added to keep pedestrians safe?</p> <p>I agree with only having one lane for straight-through traffic, as the current merging is not good.</p> <p>Do the bus drivers like the proposed layout?</p> <p>I agree with adding cycle lanes, but worry they are not wide enough (the 'standard' width is not wide enough - these need to be at least 1.5 metres wide), especially as drivers turning left hug the kerb/drive over cycle lanes. Why are there no cycle lanes east-bound on Wairakei Rd? Can other safety features be included to keep cyclists safe, e.g. flexible cones, rubber lumps - like on Clyde/Kotare? Drivers need to learn to look for cyclists, and keep out of cycle lanes.</p> <p>Can the cyclists have a separate crossing signal, shared with pedestrians going in the same direction), so there is no conflict with left-turning vehicles?</p> <p>Can Hook turn boxes be added for cyclists too afraid to use the turning vehicle lanes?</p> <p>I currently cycle along Wairakei Road to and from work each day, and use it in weekends also. I ride down the centre of the left lane on my bike to ensure I don't get pushed into the kerb, although drivers still try to push me over to the kerb or cut me off (how do we address this?!). Claiming the lane keeps me safe and visible. I watch many children riding to school doing silly manoeuvres along this stretch of road and one day they will get knocked off their bikes because they are unpredictable and ride too closely to vehicles (which in turn teaches drivers they can pass cyclists closer than they should).</p> <p>One concern with the current setup is with drivers using the free left turns not looking for cyclists, and struggling to see over the vegetation planted on the islands. Should these free left turns be removed for safety reasons?</p> <p>On Wairakei Road, west of Grahams, drivers park too closely to the corner/in the bus stop, so please ensure there are no parking lines painted on the approach to the bus stop being painted onto the road surface, in order to keep cyclists safe.</p> <p>I have a camera on my bike, and can provide videographic evidence of the hazards at this intersection on request.</p> <p>Thanks</p>	Fiona Bennetts	
31746	The proposed plan doesn't provide for the safety of people on bikes. There should be provision for cycle lanes on all sides of all roads. Where cyclists cross slip lanes this should be as close to a 90° angle as possible to increase visibility and interaction between driver and cyclist and drivers should have clear signage instructing them to give way to cyclists. The bus stop should also be moved to a wider part of the road as in it's current position with a bus stopped it forces people on bikes to either stop or pull out into a narrow part of the roadway, neither option is ideal.	Geoff Sugden	
31773	As a cyclist regularly heading through this intersection SW on Grahams Road, I am more often than not squeezed into the gutter by two lanes of cars racing to merge in-front of each other, narrowly missing my handlebars. This new layout will avoid that scenario when completed. So, I wholeheartedly hope this suggested layout gets done as is, and soon. Thanks in advance.	Morgan Price	N/A
31837	Turning Right onto Wairakei road from Graham's road from either direction isn't a easy task if someone else is turning right at the same time. A turning right arrow from Graham's road to Wairakei road on both directions would improve safety a lot	Chris Smith	
31865	<p>Proposal:</p> <ul style="list-style-type: none"> > Please include the installation of RIGHT-TURN TRAFFIC LIGHT as part of making the intersection safer. <p>Reasoning:</p> <ul style="list-style-type: none"> > Heavy/long vehicles are now becoming common in this intersection due to closeness to airport and business areas, and by having a right-turn traffic light will allow those vehicles to turn safely > Particularly during rush hours, vehicles from the opposite direction commonly tries to beat the yellow light by speeding instead of slowing down to stop > It is hard to see a speeding vehicle from the opposite direction when making a right-turn if there is a long queue of right-turning vehicle in the opposite side > Pedestrians will feel safe crossing this intersection. Children are commonly crossing because there are 2 nearby schools. 	Alvin Campana	

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31993	<p>We think the two lanes on the West side of Wairakei Road will be better if only one is dedicated to straight ahead traffic. We live at [REDACTED] and are always hearing car horns as a result of cars cutting in front of one another when reducing from two lanes to one lane. I think right turning arrows on the traffic lights would be a huge help.</p> <p>It is especially difficult to see traffic travelling east along Grahams Road when we are turning right into Wairakei Road.</p> <p>Left turning lanes relieve the pressure on straight ahead lanes and seem to work well. Removing these would result in traffic backing up further down Grahams Road than it does now.</p> <p>Traffic lights seem to change quickly at times and cause drivers waiting to turn to become frustrated.</p> <p>I also think people racing through on amber lights have caused some issues for right turning traffic and this has been our experience.</p>	Shirley McMorran	
32011	<p>Both my parents were hit by a turning car while crossing on a green signal. They ended up very seriously injured and hospitalised. Their recovery was long and they are still afraid to cross there.</p> <p>The crossing signal is not suitable. There needs to be predestination protection to replace filtered turning.</p> <p>It is a serious danger zone at the moment.</p>	Jo Horsbrugh	
32038	<p>The crossing needs to be pedestrian safe. At this time the lights change for traffic at the same time as the Green Man for pedestrians. We need full pedestrian protection rather than filtered turning. My parents were both hit crossing to catch the bus into town.</p> <p>It is a very fast intersection as it is a sweeping bend. Cars race up to intersection to beat the lights. Maybe because of the speed of the traffic it needs to have a right arrow.</p> <p>We want to encourage exercise but it needs to be as safe as possible.</p> <p>We want to encourage use of public transport but getting to it needs to be safe.</p> <p>With increased traffic flow on Grahams rd getting out of Sevenoaks drive is harder. To have no parking on the side of the between Wairakei rd and Sevenoaks drive would help with vision. Very hard to see Wairakei rd intersection especially if taller 4 wheel drive type vehicles are parked. Also two lanes are merging so a longer distance to merge would be great.</p>	Deb Silva	
32040	<p>Dedicated pedestrians signal is required at this crossing as there is blind spot for motorists turning left on Grahams Road from Wairakei Road.</p>	Himanshu Sharma	
32057	<p>I was born and raised and lived in this area for 20 years. This intersection has worked well in my opinion and there will always be the Uncautious driver they cause accidents.</p> <p>I am left wondering how changing the lane to a designated Right turn only, and with a shared Left/straight ahead will improve the situation but rather cause confusion to the existing intersection?</p> <p>However if you do go ahead with this proposed change could the Left/Straight Ahead traffic and Right Only arrows also be painted WELL BEFORE the intersection so as to highlight to the road user what is the now NEW change and the appropriate lane for them now to use? (As often you do not see the painted arrows on the road until you get there, as other queuing vehicles cover the painting of these arrows).</p>	Debora Mora	
32125	<p>In 2018 my husband and I were hit by a car while crossing on the pedestrian crossing at this intersection. We obeyed all the rules. Conscientiously pressed the button and on green walked smartly across. Woke up in hospital!! Had no idea green light means cars and pedestrians move at the same time. Confidence about crossing roads completely gone now. So sad when we should be enjoying walking and the community is encouraging people to exercise. As a retired school teacher I have spent a lifetime telling children pedestrian crossings are safe places!!</p> <p>I would like to see fully protected pedestrian phases across all approaches - arrows. Or at least a late start of the vehicle phase on lights.</p> <p>It is very IMPORTANT that people are provided suitable time to cross the road safely and easily.</p>	Raewyn Margaret Bayley	
32126	<p>Having been hit by a car at this intersection while crossing on the pedestrian crossing I believe it is essential to provide much better protection for pedestrians. Either with fully protected pedestrian phases with lights and arrows or a late start for the vehicle phase on the lights. People whether young or old need suitable time to cross the road easily and safely.</p>	Ian Douglas Bayley	
32129	<p>Realigning the lanes on all four approaches is an awesome idea as it will reduce poor driver behavior.</p> <p>Pedestrian protection is awesome as well as safety of people is of foremost importance.</p> <p>Cycle lanes will be great as the road is too busy with cars and no cycle lanes means a lot of risk for cyclists.</p> <p>Having a dedicated right turning arrow lights will greatly reduce the accidents at the intersection as right turning traffic will not have to negotiate with traffic going straight.</p>	Vipul Malik	

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32224	Layout of intersection is curvy and not straight and moreover small proportion of the green light time makes the traffic movement riskier and more prone to accident. If the proportion of the green light is increased, it will give enough time for traffic movement safely.	Swati Malik	Stats NZ - Software Developer
32250	Re Graham's Wairakei intersection...red light camera would help....heaps of people run red here. I always double check no ones coming even when I am on a green light! Been at this address 1 year and there have been 2 fences trashed, an accident right in front of me...it's a really scary corner...not sure the proposed changes will affect the red light runners?	Kim Francis	
32251	Move the bus stop in Wairakei road heading towards the airport and pant lines there to determine merging lanes	Sam Apps	
32259	First of all thanks to the council for taking this matter up and I agree that the following suggested actions will definitely help ease the traffic flow and add to the pedestrians/cyclist safety (1) Realigning the lanes on all four approaches: The suggested idea of dedicating the right lane shall ensure that only the vehicles turning are occupying the lane and the vehicles going straight do not get stuck behind them. I am sure council shall also plan this re-alignment so that it can improve the visibility of vehicles waiting to turn right and they would have better vision of vehicles going straight. (2) Pedestrian protection: This would really beneficial for the rush of students crossing the road during school morning and afternoon but also help elderly people to safely cross the road. (3) Introducing painted cycle lanes: Good idea as this would facilitate better cyclists safety. (4) Extending the no stopping area: This would provide with more area near the intersection, which means less traffic obstruction, better vehicle maneuvering and hence less chances of driving mistakes. I would like to propose an additional idea to council and request to consider it and this is about - Dedicated green light for vehicles turning right and while vehicles are turning right on green light, the vehicles approaching straight from opposite direction are stopped as the light is red for them. This would almost eliminate the collision chances (which has been the cause of most of the accidents on the intersection) and also would also overcome the vehicle visibility issue. - This dedicated green light for right turning vehicles shall also facilitate more crossing time for pedestrians while the light is green for vehicles going straight and vehicles turning right are stopped due to red light. Thanks for all the initiatives and hoping for proposal consideration ! Kind regards, Saurabh Sharma	Saurabh Sharma	
32274	Will you also be installing specific right turn arrows on the traffic lights? This would save an awful lot of near misses as people turn right onto Wairakei aRoad from both directions. It's a really dangerous junction and my daughter who has recently passed her restricted is too scared to turn right and has to take the long way home from work.	Justine Gladwell-Hunt	
32281	I myself have seen two car accidents on this intersections in last few months. I would highly recommend a camera to be placed to observed the poor traffic and overspeeding drivers. The intersection is highly risky for pedestrians and cyclists.	Renu Sharma	
32282	Hi there, These changes all sound great. My only comment is strongly suggest right turn arrows. Last week the intersection was backed up on Wairakei road all the way back to Farrington road because so many cars were turning right and the cars going straight couldn't get past. This leads to people turning right unsafely after the light has turned red. Kind regards Robin	Robin Bout	
32285	This intersection is dangerous to pass through, both turning and straight through, from all directions. 1. It has an oblique angle which makes it very difficult for a right-turning driver to drive the correct line against right-turning drivers from the opposite direction. 2. It has two straight-through lanes in all directions, the right hand of which also operates as a right turn. When a straight-through driver gets caught behind a right turner (often because they haven't indicated), they will make dangerous last-minute lane changes to the left lane, or pop out behind a turning car into the path of a right-turner from the opposite direction. This has happened to me several times, and I see it here on a daily basis. It is worse from either end of Greers Rd.	Peter Hay	

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32292	I support the proposal, and note in particular the limitations of the current layout with straight-through traffic queuing behind right-turning vehicles.	Simon Britten	
32294	I think these are all great initiatives. The only change I would make would be extending the painted cycle lanes to as far as the new no stopping zone lines.	Katie Simpson	
32299	I gave up biking to my work in Harewood rd due to this intersection and the one wairakei greers rd. The Grahams road one is too narrow for bikes and two lanes please not just a painted cycle lane but some barrier to make it safe.	Errol Hay	
32305	Yes please do this is one of the worst intersections in chch.	Jaymie Rawlings	
32365	<p>Could you please do one more bridge, for my bridge out of my gate. This problem makes my claims hard to left turn from roadside into through my gate especially for small car. Thanks for your time to read my letter</p> <p>See Attachment B at the end of this document.</p>	Sensun Shao	Sun TCM Medical Centre
32381	<p>I support this long-overdue change to the lane layouts at this intersection. Some comments:</p> <ul style="list-style-type: none"> - why no cycle lane on Wairakei Rd in the SE direction? - it is still difficult for pedestrians to cross the slip lanes; consider zebras and/or platforms - hook turn boxes would help cyclists turning right - to prevent motor vehicles short-cutting on the shallow left turns, suggest adding some vertical posts beside the cycle lanes 	Glen Koorey	
32404	<p>I live east of the intersection and work to the west. I occasionally use the intersection when commuting and visiting destinations in the area. I own a car, but as there is no necessity to use it most of the time, I almost invariably commute by bike. The intersection treatment is not safe for people cycling and contradicts the cycling goals of Christchurch, which in turn are meant to promote active and sustainable transport goals. This is all the more pressing in a time of a declared climate emergency.</p> <p>This intersection marks the point where both streets turn into arterials. The Christchurch Cycling Design Guidelines 2013 state that “[o]n arterial roads separated cycle paths should be considered first, because they provide the highest level of cycle comfort and safety.” (p. 57; p. 58 makes clear that the same applies to collector roads) It is unclear why this design principle is not followed here. No rationale is given; the intersection is just as unsafe as any other combination of people riding bikes and an arterial-level road with high volumes of motorized traffic.</p> <p>As part of a local cycleway on an arterial, the cycleway will need to be separated to follow Christchurch’s own ambition to promote cycling equally with single-occupancy vehicles. Building unsafe, unseparated infrastructure now only to build safe, separated, attractive infrastructure later is just a waste of money.</p> <p>At a minimum, the cycle lanes should have vertical separators to prevent vehicle encroachment.</p> <p>A full Dutch intersection, preventing encroachment by vehicles that are turning, is what the guidelines would actually require. The advantage of the Dutch intersection is that it ensures that left-turning traffic can see people riding bikes; any other conflict is excluded. Dutch intersections are international best practice. In this context, I note that the current government proposals would allow a Dutch intersection with priority for straight-travelling road users on bicycles without requiring a separate phase that prevents left turning. The government proposes to provide that road users travelling straight through an intersection in a separated lane will have right of way over turning traffic, including where there is a traffic light (see https://www.nzta.govt.nz/assets/consultation/accessible-streets/accessible-streets-overview-to-the-rules.pdf). These changes, if adopted, will go into effect in the 20-21 financial year. Finalization of the plans should wait to see if these give-way rule changes become a reality, as they would make Dutch intersections vastly easier to implement.</p> <p>The slip lane crossings need to be changed. Slip lanes are a safety risk and are internationally more and more reduced. Where people on bikes going straight have to cross over a slip lane, the cycle lane should become fully separated before the slip lane begins and then brought over the slip lane and over a raised table in the same way this is done at the intersection of Riccarton Avenue and Deans Avenue on the Hagley Park-adjacent side of the shared path (see https://goo.gl/maps/nWSHoanAfGATBrzi7). The advantage of this approach is that it creates eye contact between people driving and people riding. This prevents accidents that otherwise occur where left-turning drivers do not pay attention to people riding to their left. It also increases safety for people walking.</p> <p>It is completely unclear why there is no cycle lane for people wanting to ride south-east on Wairakei. These people deserve to be just as safe as other riders.</p> <p>The solution presented here does not use more available space than the option suggested by Council, but is infinitely safer and more attractive; it will actually make this a safer intersection for all road users</p>	Jan Jakob Bornheim	

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32410	I commute to Bishopdale daily. I fully support the inclusion of marked cycleways at this intersection. This part of town is poorly serviced with cycleways and those that exist do little to make it safer for cyclists. Canadian research shows that painted cycleways are no safer for cyclists than no cycleways. Please consider adding stanchions for very little extra cost.	Bryan Clarke	
32419	I support these proposed changes to improve safety at this intersection. I am particularly pleased to see the pedestrian protected light phases and clearly marked cycle lanes. However, it would be good to have cycle lanes marked on the north side of Wairakei Rd at the intersection as well.	Arthur McGregor	
32460	I support whatever you think will help do maintain the safety of the people (residents, pedestrians, motorists, cyclists etc.) If it is for the good of everybody, we support it.	Hailyn De Belen	
32487	<p>Thanks so much for giving us some more time to provide our feedback.</p> <p>First of all, I would like to say to all the members working on the issue- a very big thank you from me and my family. Thank you for hearing us through and understanding our pain. Feedback from my side stands as below:</p> <ul style="list-style-type: none"> • Realigning the lanes on all four approaches This would be a great step in handling the current issue of collisions at the intersection. At the moment the vehicles traveling right always have a blind view and hence cause a lot of issues- day in day out for both the pedestrian and vehicles. Suggestion: Can we have a dedicated light just for a right turn. That would make drivers be more aware and follow regulation • Pedestrian protection Thanks again for taking this up as well. Issues noted and suggestions: 1) Issue: Crossing to close to curve and house: There is a pedestrian crossing right outside our house and the same seems to be very close to the blind curve and the house(229 Grahams road). It would be nice if while doing a realign, the council could support moving the Pedestrian light a little more away from the house. Probably at a location where the pedestrian can be clearly seen. This would avoid a lot of mishaps and safeguard the Pedestrian. 2) Issue: Accidents causing colliding vehicles to be on pedestrian crossing and footpath and breaking house fences: In the past five years, all the accidents that have happened seemed to have collided at the pedestrian crossing and then into our fence every time. If there are bars around the high-risk area then we can safeguard both the residents and the pedestrian crossing. Possible suggestions: <ul style="list-style-type: none"> • increase the curve. • Have bars around the footpath/pedestrian waiting area. • If there was a platform dividing the curve and the road, then things can be a lot safer. • Introducing painted cycle lanes Every day there are quite a number of kids from Breens, Burnside Wareikei and Cobham that I see commuting on bikes. It would be a great improvement if the council could take this up. • Extending the no stopping area This might be of some inconvenience to houses with no parking, but if there is human life at risk then I am sure the change would mostly be welcomed. <p>Other issues observed: Electricity Post close to pedestrian crossing: In the last accident, the MBW had hit our house fence and another car had hit the electricity post. If the BMW would have hit the electricity post then the electricity post would certainly have landed on pedestrian crossing/ house. In my opinion, having such high voltage posts so close to residential places and crossing is a risk always. <i>It would be nice to know if there was a guideline from the council as to what is the minimum distance of electric posts from crossing.</i> That is all from my side, thanks so much for hearing us through. I will also forward you all the past emails I have been sending to the council for the record. We are happy to come to meetings and provide any support we can to the council in achieving such an important task. Thanks and Best Regards, Neeta Bhutani (Photos provided)</p>	Neeta Bhutani	



March 9 2020

RE: Wairakei Grahams Intersection 2020

SUBMISSION FROM SPOKES CANTERBURY

Spokes Canterbury is a local cycling advocacy group with approximately 1,200 members that is affiliated with the national Cycling Action Network (CAN). All submissions are developed online and include members' input. Spokes is dedicated to including cycling as an everyday form of transport in the greater Christchurch area.

We would like the opportunity to appear at any public hearing that is held to consider submissions on these projects. Should there be an officer's report or similar document(s) we would appreciate a copy(s).

If you require further information or there are matters requiring clarification, please contact our Submissions Convenor Dirk De Lu in the first instance. His contact details are:

[REDACTED]
[REDACTED]
[REDACTED]
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Don Babe
Chairperson, Spokes Canterbury

Wairakei Grahams Intersection Submission

Spokes supports the Council's efforts to make this intersection safer. The current plans fail to accomplish that goal. This is yet another project which needed input from people who cycle early on. Instead we have a project which leaves cyclists disadvantaged and at risk. Interested but concerned cyclists will not find the new intersection safe and will be discouraged.

50+ years of car focused infrastructure funding have left Christchurch with seriously deficient and unsafe roading infrastructure. The funds which were not spent on meeting the needs of people on bikes and foot are long overdue. We can't build our way out of car congestion and Council needs to stop trying to do so.

Spokes offer two sets of suggested changes. The first is a step towards what actually needs to be done. The second offers a compromise which somewhat ameliorates the worst aspects of the project. Either will accomplish a safer outcome, the first will even support Council's commitment to providing roads safe for all from "8 to 80" and meeting zero carbon by 2045 initiative.

First Option

Provide cycle lanes left of the main roadway and left of any turning lanes, separator posts to prevent vehicle encroachment, and raised tables for the slip lanes. Where there is a slip lane, the cycle lane should then be going over the slip lane's raised table in a close to 90° angle. Too many drivers will only see people on bikes if they stop and make a shoulder check. It would be better to have the potential conflict point in the slip lane on the raised shoulder to ensure eye contact between people driving and people riding a bike.

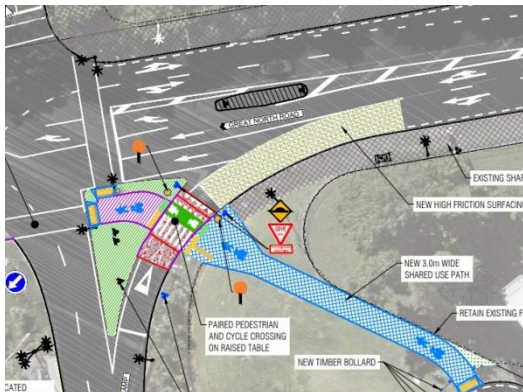
An example from Auckland is here:

(<https://at.govt.nz/.../western-springs-shared-path...>).

Look at the map. A cyclist riding a bike west on Great North Road can enter the shared path before the intersection and before the

slip lane commences, having a safe crossing over the slip lane on the raised table section. This ensures maximum visibility, and is much better than just a sign "Give way to cyclists".

At Wairakei/Grahams a short bit of separation that transitions from the on-road cycle lane (with vertical separators against encroachment) to the bit where the cycle path would go over the slip lane/raised table.



Second Option

Much of what is suggested here can be done cheaply and Spokes is left wondering why it was not included. In the staff report on consultation Spokes would appreciate detailed explanations as to why basic safety features were not included, and which, if any, have. Spokes further makes a LGOIA request that any and all Safety audits and traffic studies related to this project be provided to Spokes via Dirk De Lu, details above.

Please include cycle infrastructure on Wairakei Road headed south east. The lack of provision of this infrastructure indicates one or all of short sightedness, false economy, a lack of awareness or acceptance of marginally better but still deficient road safety and equity. People who ride bikes are discouraged and put in danger when Council continues to pursue projects which blatantly do not achieve safety or transport mode equity.

While paint is not protection and more should be done please add green paint, cycle symbols, lane striping and bollards to include

the full length of all no stopping areas. This may dissuade drivers from using this area as a de facto left turn queueing lane while reinforcing the right of people on bicycles to go to the head of the queue. Please include green bicycle advanced stop boxes on all lanes. Including 10 seconds of advanced start for bicycles can also see them safely out of the way of left turning traffic prior to the green for cars/trucks.

Share the lane markings prior to the bus stop on Wairakei Road north of the intersection may also provide safety for cyclists seeking to “take the lane” when passing a stopped bus. Moving the stop further north to where the road is wider would be even better.

The left turn lanes on Grahams Road cross the cycle lanes. Please indicate that cars must give way to bicycles when crossing the cycle lane. Adding raised tables as suggested in Spoke’s option one is needed. These lanes are likely to create hazards by blocking the cycle lane with cars queuing to access this turn lane. This should be monitored and a remedy found should it be so.

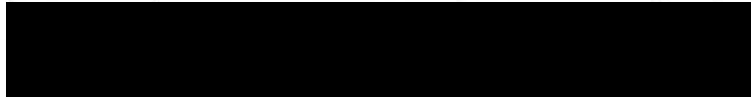
Christchurch has done a lot to improve cycling infrastructure and this is greatly appreciated. That projects are still being floated that don’t actually address current needs, future proofing, equity or achieve required road safety is undermining Council’s efforts.

Spoke’s understands that funds are limited. Building marginally better infrastructure which will need replacing to be done right is not economizing; it is wasteful and very expensive.

With the additions in option 1 or 2 suggested Spokes can support this project.



One More Bridge





Change to Concrets

