

## Submissions received on Clyde and Greers Road intersection improvements, September 2022

ID	Is there anything we need to know?	Name	Organisation
47539	Please see attachment	Anne Scott	Spokes Canterbury - Submissions Coordinator
47506	Please see attachment.	Rosa Verkasalo	Te Whatu Ora (Health NZ) and the National Public Health Service - Policy Analyst
47540	I support these changes and the Spokes submission.	Anne Scott	
47538	Please see the attachment	Fiona Bennetts	
47493	I disagree with your so called improvements. Your constant tinkering, adding obstacles to roads, adjusting speeds is making getting around the city difficult. Roads are getting so busy as you try and squeeze so much crap into them, it is difficult to work out what the hell we are supposed to be doing when driving.	Andrew McKay	
47483	<p>I approve of the plan</p> <p>But could you please extend the no parking along the south side of Greers Road between Clyde Road until 194 Greers Road to give cars turning out of Clyde Road a better view of oncoming cars and cyclists/scooters, without having to pull further onto Greers Road cycle lane to see the oncoming cars. It would also give consistency with the north side of Greers Road.</p> <p>Please also paint the green cycleway markings in front of the area that cars are parking at Jelly Park to remind them to look for Cyclists when turning into the car parks.</p> <p>Thankyou</p>	David Gardner	
47469	<p>I agree with the plan. I bike, walk and drive around this intersection very frequently. The improvement makes sense and will help the community especially the school kids walking across Clyde Rd.</p> <p>Might be worth considering doing similar modifications to the both ends of Guildford Street (Greers AND Graham Rds)?</p>	Godo Miyazaki	



## Clyde and Greers Road Intersection

### Submission from Spokes Canterbury

Tēnā koutou katoa

Thank you for the opportunity to comment on this intersection

#### 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.

This is a busy intersection near two schools with an increasing amount of traffic turning into Clyde Road.

#### What we are doing

- *Building out the kerbs on Clyde Road at the Greers Road intersection to improve visibility for drivers exiting Clyde Road, and reduce the crossing distance for pedestrians.*

Visibility will be mostly improved by removing parking on Greers Road (and 10 metres from the intersection on Clyde Rd), so please extend the no-parking lines further along Greers Rd to include outside #194 Greers Rd. Reducing the crossing distance for pedestrians is desirable, but this could be achieved in other ways, such as installing a pedestrian refuge island in the middle of Clyde Road at its intersection with Greers, which also prevents drivers cutting the corner and driving too fast, without restricting vehicles exiting Clyde Rd to one lane (frustrated drivers wanting to turn left will be held up by drivers waiting to turn right, and may drive over the grass verge/footpath, endangering pedestrians and cyclists more). We need to reduce speed at this intersection, so please consider installing a raised platform intersection or a raised crossing. Are there any plans to reduce the speed limits in Burnside/Bryndwr soon?

- *Adding a pedestrian refuge island on Greers Road, making it safer for pedestrians and providing a level of traffic calming on the approach to the intersection.*

Installing a pedestrian refuge island is desirable, however a raised crossing might be more effective at slowing drivers while not endangering cyclists as these islands create pinch-points. Please don't locate the crossing too close to Clyde Rd, as drivers queuing to turn

right into Clyde will block the live lane (NE bound) – i.e. could this be moved 5 metres SW, closer to the relocated bus stop, between 181 & 184 Greers Rd?

- *Relocating the bus stop and bus shelter on the south side of Greers Road to allow room for the pedestrian refuge island and for buses to enter and exit the bus stops safely. We will also be marking both bus stops on the road.*

Fully support the relocation of the bus stop on the south side of Greers Road to improve safety for pedestrians and improve sight-lines at the intersection of Clyde/Greers.

- *Extending and marking the existing cycle lanes.*

Fully support the extension of the cycle lanes to NE of the intersection with Clyde Rd, adjacent to no-parking lines. On-road cycle lanes all the way to the intersection with Grahams Rd would be even better (out of scope but important to mention), as this is a common route for school students at Burnside High, Burnside Primary, and Cobham Intermediate Schools. Could these be painted green the full length from here to the intersection with Memorial Ave to improve driver awareness of the cycle lanes? Could some flexi-posts be installed either side of the pedestrian refuge island to prevent drivers encroaching into the cycle lane at this pinch-point (some drivers underestimate the width of their vehicle)? Please ensure the cycle lanes are of adequate width as per best practice guidelines.

- *Installing no stopping restrictions between 173 and 191 on the north side of Greers Road and between Clyde Road and Jellie Park on the south side. This is to ensure the cycle lanes, bus stop entry and exits and the new crossing facility can all be provided safely.*

Fully support no stopping restrictions being installed on the north and south side of Greers Rd. Please extend these to include outside 194 Greers Rd to improve sight-lines at the intersection and improve cyclist safety.

- *Refreshing existing road markings.*

Fully support improving line markings. Can signs reminding drivers of the presence of children and cyclists also be installed?

## **Other comments**

The shared path entrance through Jellie Park (by Skate Park) is also heavily used by both cyclists and pedestrians. The entrance should be more visible and protected from vehicles.

Anne Scott  
Spokes Submissions Coordinator

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22<sup>nd</sup> September 2022

Christchurch City Council  
53 Hereford Street,  
Christchurch 8013

Tēnā koutou,

## **Submission on Clyde Road and Greers Road intersection safety improvements**

1. Thank you for the opportunity to submit on Clyde Road and Greers Road intersection safety improvements. This submission has been compiled by Te Mana Ora on behalf of the National Public Health Service and Te Whatu Ora Waitaha. Te Mana Ora recognises its responsibilities to improve, promote and protect the health of people and communities of Aotearoa New Zealand under the Pae Ora Act 2022 and the Health Act 1956.
2. This submission responds to the Clyde Road and Greers Road intersection safety improvements consultation.
3. This submission sets out particular matters of interest and concern to the National Public Health Service.

### **Details of submission**

4. The future health of our populations is not just reliant on hospitals, but on a responsive environment where all sectors work collaboratively.
5. While health care services are an important determinant of health, health is also influenced by a wide range of factors beyond the health sector. Health care services manage disease and trauma and are an important determinant of health outcomes. However, health creation and wellbeing (overall quality of life) is influenced by a wide range of factors beyond the health sector.
6. These influences can be described as the conditions in which people are born, grow, live, work and age, and are impacted by environmental, social and behavioural factors. They are often referred to as the 'social determinants of health'.<sup>1</sup>
7. Transport is an important determinant of health, especially through mechanisms of air pollution, noise, road injury, physical activity and connectivity to other resources.

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<sup>1</sup> Public Health Advisory Committee. 2004. The Health of People and Communities. A Way Forward: Public Policy and the Economic Determinants of Health. Public Health Advisory Committee: Wellington.

## Specific Comments

8. Te Mana Ora supports the proposed plan to improve safety around Clyde Road and Greers Road intersection. The additional pedestrian refuge island, improvements to the kerbs and clear marking of cycle lanes will make the area safer for cyclists, pedestrians and drivers by reducing potential harm from accidents. Safer facilities also further encourage the use of active transport which is shown to have health benefits. This increased physical activity contributes to improved mental wellbeing and a reduction in the risk of diseases such as cardiovascular disease.<sup>2</sup>
9. Te Mana Ora supports the proposed relocation of the bus stop and infrastructure improvements. These changes will contribute to creating safer public transport facilities and help to encourage more people to use public transport. Public transport contributes towards improved health outcomes by, for example, increasing physical activity and reduced air pollution.<sup>3</sup>

## Conclusion

10. Te Mana Ora does not wish to be heard in support of this submission.
11. Thank you for the opportunity to submit on the Clyde Road and Greers Road intersection safety improvements.

Ngā mihi



**Vince Barry**  
**Regional Director Public Health Te Waipounamu**  
**National Public Health Service**

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<sup>2</sup> <https://www.ehinz.ac.nz/indicators/transport/about-transport-and-health/#active-transport-walking-and-cycling>

<sup>3</sup> <http://www.ehinz.ac.nz/assets/Factsheets/Released-2017/Active-transport-to-school-factsheet.pdf>