

Submissions received on Cashmere, Colombo, Dyers Pass safety improvements, December 2022

Organisations / Businesses

ID	Travel mode	Do you have any comments on what is proposed at this intersection?	Name - Organisation
49019	Vehicle	Enough already, please spend our rates on things that actually need doing. Bay residents have had to endure months of lost productivity on very questionable supposed safety improvements on Dyers Pass and now we can say years by the time this is done. Dyers Pass improvements will only make it a much better race track now for boy racers. Our business has suffered immensely through the pandemic exacerbated by the road closures and now this proposal. I appreciate the ability to offer a submission but most of us know you'll do what you want anyway so what is the point?	Jeremy Dyer – Owner Ōtoromiro Hotel
49097	Vehicle Cycle	Our partnership own the shops 8-20 Colombo Street. I accept the improvements proposed providing that we do not lose any car parking outside the shops. This applies to both Colombo Street and two parks outside Taste @ Twenty in Remuera Avenue. Customers to the shops have no other options for parking. We formerly had angle parking and this was revised some years ago. We lost parks then and we do not want to lose parks now. A problem that does occur now is the road debris (dust, stones, gravel, etc) block the storm water drain outlets that come under the footpath, get blocked by the debris that back washes from the road and necessitates continual cleaning. Please do not take out the two Remuera Avenue parks if you install the proposed pedestrian refuge, I do not think the refuge is necessary at all. Remuera Avenue is not wide at that position and further obstruction by the refuge will only make it worse. What I do see is single laning to the corner will only make it extremely difficult for shop customers to reverse into parks outside the shops. I would like contact from you.	Garfield James Blair - Owners of 8-20 Colombo Street
49208	Vehicle	My Automobile Association Council have concerns regarding the increased use of so called "Traffic Safety Platforms." In certain conditions, they are anything but safe and are an unnecessary impediment on the flow of traffic. Placing these in the path of traffic travelling toward the City from Dyers Pass Road will be a certain way to create an accident causing situation for motorists and motor cyclists on a frosty morning. In a situation when roads are wet, hitting one of these platforms could cause a vehicle to lose control with dire outcomes. We ask Council to reconsider removing these impediments please. We also have concerns about the proposed sharp concrete lip on the roundabout. Again, the design of this too aggressive which will lead to potential tyre and rim damage to motor vehicles and a safety hazard to motor cyclists. We agree with the other proposals in the document as this intersection has been had safety issues for many years.	John Skevington – Chairman - Canterbury/West Coast Automobile Association District Council.
49450	Vehicle Cycle Walk	The Governors Bay Community Association oppose the proposal and considers it to not cater to the needs of the Governors Bay community. Have attached details of concerns	John Bannock – Chairman – Governors Bay Community Association
49497	Cycle	Please see the attachment below from Spokes Canterbury.	Anne Scott – Spokes Canterbury
49513	Cycle Walk	Please see attachment.	Ministry of Education Te Tāhuhu o Te Mātauranga None
49533	Vehicle	Please see attachment.	Jessica Mangos – Fire and Emergency New Zealand

Individuals

ID	Travel mode	Do you have any comments on what is proposed at this intersection?	Full name
48772	Vehicle Cycle Walk	I live near this intersection and use it daily. I think these changes sound great!	Allison Hill
48773	Vehicle Cycle	The problem with this intention is not the speed, it is the sheer number of people that go through it and the cyclest and cars being mixed together, and the steep corner from dyers, take the ***** round about out and put in a set of lights, I worked at protocol for a numer or years and the crashes that I saw where not related to speed, was People not indercating, or people not stopping..and generally cars hitting cyclest. People are already at a standstill when coming to this intersection. Narrowing the road will cause more accidents with merging bunch cyclest and cars, I am a avid cyclist and use this are regularly, slowing traffic down won't make a change.	Byron Mann

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48774	Vehicle Cycle Walk	If you're going to do a job do it well I reckon and this project could be so much better if a few more options were critically considered. Those engineers have obviously done a good sell to Council but traffic lights would be safer for all users, pedestrians and cyclists are seriously disadvantaged with roundabouts. Please don't add more obstacles to access in this city! Do it right the first time, install better protection for everyone, traffic lights.	Michelle Fletcher
48781	Vehicle Walk	The main issue with this intersection is people coming off Cashmere Rd onto Colombo don't indicate. This makes it very difficult to cross the road there and my daughter at Cashmere high is scared to cross there to walk to and from school. Otherwise people going straight are indicating right as apparently the indicate left when exiting a roundabout is too hard to understand. This intersection staying as a roundabout will still mean there is normal roundabout issues which isn't going to solve many of the problems this intersection has. It needs to be lights. If using that zebra crossing myself I don't think I would be trusting anyone to actually stop that close to intersection.	Celia Tanner
48782	Vehicle	Problem with the crossing so close to the roundabout that it will slow flow as cars get stuck on the roundabout	Charmaine Vincent
48783	Vehicle	Having a pedestrian crossing is a good idea however, when travelling through from Cashmere to Centaurus and having to stop for a pedestrian, I think this will impede on the traffic coming through from Colombo Street. This could cause a backlog, especially if drivers don't look ahead to the crossing and proceed through the roundabout. It will also happen coming from Colombo and turning to Centaurus. I can't see that keeping the flow of traffic moving as easily.	Nic Falloon
48784	Vehicle Bus	I'm a bus driver if u narrow the road we will be running over kerbs it a reasonably tight turn in a bus as it is coming off Colombo and turning right. Any tighter you will have buses stuck.	Aleisha Sheriff
48785	Vehicle Cycle	Those proposals look well thought out to me. I bike or drive that route at least 10 times per week, coming to and from Centaurus to cashmere road mostly and it always feels like russian roulette going across the roundabout. Watching younger riders (school students) crossing that way scares me. Even crossing colombo street on foot requires a full commitment to cross with cars coming quickly from Cashmere Road. Approaching Colombo from Cashmere Road and heading straight towards centaurus is one of the most dangerous points in my commute given cars lining up looking like they are heading straight and at the last minute turning left.	Paul Conner
48786	Vehicle Cycle Walk	There is always a build up of traffic at these points at peak time, in slowing down even more the flow on effect will cause Barrington St roundabout to be bottle necked even further up Barrington and along the river on Cashmere Road as well as the other way towards Centaurus Shops. What happens to the access for the shops? There will be hell access for these owners. Big bumps in the road do not seem to be working at Lincoln Road intersection, still witnessing accidents there. Cyclists are a problem, but mainly the ones who do not use the coned off bit around the corner towards the Barrington roundabout. Driver education would be useful how to use roundabouts correctly would be handy. No planting or landscaping please for those of us not in big vehicles or on bikes as visibility is compromised.	Julia Wilson
48787	Vehicle Walk	The proposal's made for this intersection are going to turn it into a death trap! Just from looking at the proposed design it is a mess, so much going on that it is going to make it incredibly dangerous for ALL that use it (cars, bikes, buses and pedestrians) not only that but it is going to cause even more significant congestion along cashmere and Centaurus road, especially during peak times, these roads are already bad and this is going to make the problem 10x worse! This proposal is going to create the worst/most dangerous intersection in Christchurch.	Chelsea M
48789	Vehicle Cycle Walk	As a local to the area, driving this daily and walking it often in the weekend I see a few issues with the proposed plan. Things that concern me are below: *Raised safety platforms will be viewed as crossing or Zebra crossing and cause vehicle to stop close to th roundabout and additional congestion. *Proposed bus stops are VERY dangous in this situation. Both will block cycle lanes and push them into the live lanes, if a bus is on either side of the road, cars can not safely pass. *While raised platforms are get and work well, why pour tonnes of material on the road that is full of chemicals and not a sustainable / carbon friendly alternative. *3D renders need to address the proposed bus stops and show them clearly to residents and stakeholders *x3 existing bus stops are within 300m of the intersection. We do not need more when bus patronage is low.	Will Rowson
48790	Vehicle Cycle	Currently dangerous both for cars and cycles. There is a lack of clarity about how to use it well and the varied elevation increases confusion. The use of sharrows is very effective in other places around the city. The design as proposed looks like a significant improvement in every regard.	Mikaere Greenslade
48791	Vehicle	Looks great but traffic lights	James Oliver
48792	Vehicle Cycle Walk	I agree with all the changes except for the addition of pedestrian crossings that close to the intersection. From the looks of the diagram, only one car will fit before having to stop for pedestrians, if this were the case it is very likely for traffic to block up the roundabout and promote traffic jams and road rage. It would also be quite difficult to see pedestrians waiting, and for the pedestrians that assume every car will stop, this may cause many incidents of cars hitting pedestrians. Other than this, the reduced speeds and narrowing of the road will make a huge improvement to the intersection.	Jess Nisbet
48793	Vehicle	I go through this round about probably 5 times a week and there is never an issue with the space between vehicle and cyclists. Narrowing the road that you want cyclists and vehicle to share makes no sense if you want to incentivise safety between the two transport methods.	Tom Bass
48794	Vehicle Walk	This is completely unnecessary and will cause additional congestion on an already congested round about. The traffic backs all the way up the hill in peak times and this will cause an even bigger back up, this is also dangerous for cars or cyclists coming around the bend and not seeing a line of stand still traffic. This is also bad for the business's near the intersection that already struggle with appropriate parking to remove car parks	Grace Frisby
48795	Vehicle	Putting pedestrian crossings at the roundabout approaches is an absurd idea. Do you not realize how much traffic goes through here at peak times. This will cause so much trouble. Surely you've realized that if I can come to this conclusion	Jasmine Macgregor

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48796	Vehicle Walk	have lived in Cracroft Tce since 2018 in this time at the intersection ive been shunted twice from behind into car in front (1 vehicle was a write off) have been softly rear ended 5 times waiting in slow moving traffic at intersection (drivers on their phones) and have had 2 near miss's with afternoon sun strike not to mention the vehicles that fly through doing 70-80km sometimes without even looking or stopping just straight through! ive witnessed at least 30 traffic incidents of drivers not using the round about as the law requires, additionally our community have noticed a LOT more traffic coming down dyers pass to intersection over the last 2 years with more rental properties and more people living in properties traffic on weekdays now backs up all the way to Cracroft tce and can take 10-20 mins to get down a 1km piece of road! to put it bluntly this has to be one of the most dangerous roundabout intersections in Christchurch! the only logical solution is traffic lights!!(oh and who was the idiot who allowed traffic lights at Thorington school?! in peak hour traffic those lights cause lock ups at the roundabout where NO traffic moves when the schools traffic lights are red! the school should off had a pedestrian crossing not million dollar lights that lock up busy surrounding roads!!)	Sean Regan
48797	Vehicle	I reckon traffic lights should be installed! Especially for peak hours	Tyler Orchard
48798	Vehicle	Looks like it will really slow down traffic, which is already travelling slowly through there and causing significant congestion.	James Boland
48799	Vehicle Cycle Walk	Changes seem to be mostly ok, with the REALLY BIG EXCEPTION of the raised safety platforms. These are not needed as traffic will be slower anyway with all the other measures in place and to be added. Also, at peak hours traffic goes at 10Km/h so extremely unlikely something will happen and even less likely anyone would go slower than that already very slow speed. These platforms will also create huge queues of cars more often over Colombo street, which kids will have to navigate through the middle increasing the risk that they won't be seen, and injury will occur. CCC should focus on improving quality of life and making changes so cars don't have to queue for 500-700 meters to go over there, not to increase the queues even more.	Lucas Moreno
48800	Vehicle Walk	I'm very concerned that there is already so much going on at this intersection, by adding a lot more 'clutter' this will add to confusion and distraction. The cycle layout moving off-road onto the footpath on Cntaurus Road East is very confusing and is going to create conflict with cyclists and young children crossing. you are creating an environment for cyclist/pedestrian conflict! The cyclists don't need to be guided onto the footpath if they wish to dismount. Do not make this a shared path at an intersection Too much paint - the red box then the sharks teeth on approach to the zebra crossing is adding visual 'clutter'. too much going on	Angela McDonnell
48801	Vehicle Cycle Walk	Whilst I support any improvements to this intersection to improve safety and provide accessibility, particularly for vulnerable users, I consider that safety (and accessibility) could have been improved even further with the introduction of a well-designed set of traffic signals. I assume that this option would have been considered as part of the design process, but the limited information provided does not include option assessment. If this project is to proceed I recommend that the raised platforms have enough vertical change to actually slow down drivers, as the design does include pinch-points for cyclists on the approaches and it is currently extremely difficult for pedestrians to cross the intersection safely.	Mike Calvert
48802	Vehicle Cycle Walk	If you actually care about safety, widen the whole area to 2 lanes each way, buy up land. Or have a bridge system.	Coby Handles
48803	Vehicle Cycle Walk	The changes look fantastic. Could we please see something similar (raised pedestrian crossing) at the southern end of Barrington Street where it adjoins the roundabout on Cashmere Rd? This would ensure safe pedestrian movement across Barrington Street. This is a very popular walking and cycling route and I never feel safe there.	Bella Zilber
48804	Vehicle Cycle	I do not think that there should be a cycle way/shared path outside Protocol bar at the eastern side of Colombo St (existing footpath) as it quickly narrows to a very busy footpath adjacent to busy shops and the risk of pedestrian vs bike collision or car vs bike at the carpark entrance is very high, especially since this would likely be mostly used by small kids going to and from Thorington School. I like the shared path on the west side of the road here. Also like the rest of the design, slowing the traffic and forcing lane sharing - its especially hard to cycle west along Cashmere Road because of the gradient from a stopped position on a bike. Been that way since I used to ride it daily to school in the 1980s but thanks to global warming, it doesn't ice up like it used to! Always been horrible because of the gradient and heavy traffic has made this much more hazardous. Anything to ease the gradient east to west here would be a huge safety benefit as riders can get moving much faster. Thanks peeps for your hard work.	Sarah Wylie
48805	Vehicle Cycle Walk	This looks like a waste of money and time. If not already aware from the mistake at Lincoln Road/Barrington Street, then raise bumps makes everything worse. Narrowing the road for cars/bikes to share will end in a catastrophe. Zebra crossings on every exit of the roundabout will led to more collisions due to sudden it coming through the round about. This is not a sought out plan, and is very stupid and should NOT go ahead. Teach the bus drivers of Christchurch to not speed leading up to the round about, and therefore they will not take out bikers. Teach drivers of Christchurch to use an indicator properly as they enter and leave the round about, and there will be no confusion. What you are proposing is an absolute disaster; getting off the hill will now take an extra 15mins.	Bronte Barber

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		I have lived on the hill for 26years, and this is the worst idea you've had yet. DO NOT FOLLOW THROUGH	
48806	Vehicle Cycle	Move the pedestrian crossing as traffic already builds up and people don't need to be walking right by the round about. Better visibility / management for traffic is more important	Phoebe Holmes
48807	Vehicle	I live up saint vincent terrace. Exiting our one way drive onto centaurus is already dangerous due to the angle, if you put a bus stop the the right of our driveway we will not be able to see any oncoming cars or bikes. Removing the parking spaces outside 4 centaurus is ridiculous also these three parks are always occupied and in use, we don't have any parking up saint vincent an these are widely used for guest parking. Hate the concept of the raised platforms, this will slow traffic too much and block cashmere and centaurus road even more, there is no need for the raised platforms here, perhaps put a speed bump right before the intersection instead.	Skye Daniels
48808	Vehicle	Making the Dyers pass road narrower is going to make it more dangerous, especially for cyclist who cut down the left hand side of cars. Turning left from Dyers pass road onto centurus road is already difficult due to the angle, the proposed curbing is going to make a turn nearly impossible. It does not look like the plan has taken into account the gradient of dyers pass and the natural speed vehicles acquire when coming down the road and approaching the roundabout. Putting pedestrian crossing on the roundabout exits will cause more accidents, the round about is too small and there is too much to take into account when pulling on to the roundabout to then look for pedestrians on the exit point.	Mirella Pompei
48809	Vehicle	Remove the cycle lanes. Dangerous and the roads are far too narrow and busy for cyclists to safely be going up and down the port hills anymore. It's a miracle no one has died yet. Get rid of the roundabout, use traffic lights.	Charlotte Duffield
48810	Vehicle Cycle Walk	I don't believe that this will improve safety at this roundabout. As a frequent user I can only imagine that traffic backing up into the roundabout when it stops for pedestrians will lead to more issues with the smooth working of the roundabout. The current refuges are heavily used by pedestrians and this will definitely impede the circulation of the roundabout. As a cyclist I don't feel that these improvements will really impact upon my safety perception either. I personally feel that this location would benefit from lights. The existence of a school, shops, narrowing lanes and steep access on the roundabout all add to the risks here. Traffic backing into the roundabout as a result of new pedestrian crossings is a further risk and not a wise move. Hoon Hay/Cashmere Road's new signals have been amazing at this crossroads and safety here has increased enormously (as a walker, cyclist and driver in this location).	Jac Chester
48811	Vehicle	Please reconsider the bus stopping in the lane outside 7 Centaurus road, that road is so busy and backed up morning and night it will be a nightmare to have a bus stop in the lane there. The current bus stop on that side of the road is not far at all, basically 6 houses away. It is a big waste of money to move a bus stop to the middle of the road when there is one only 6 houses down the road	Bob Smith
48812	Vehicle Walk	This seems very odd and stupid all round makes no sense to put pedestrian crossing right next to round about what is wrong with your thinking here	Stacey Wells
48813	Vehicle Cycle Walk	I think it is a much needed improvement and would result in a good outcome for the intersection, and the area as a whole, as long as it doesn't increase traffic congestion, as that intersection does get very backed up in peak hours.	Robyn Fairmaid
48814	Vehicle	Having extra bus stops is a good idea, for transfer to other buses, but to have one of the bus stops in the lane to stop traffic is dangerous so close to the roundabout as cars exiting the roundabout would have to suddenly stop again. Also extended kurbs fro turning left is not idea as so much harder to handle the flow of traffic, if this was to happen controlled traffic lights would be better options and make right turns green arrow only so that pedestrians and bikes are safer to go through. Better still add a cycles/bus separate traffic lights for additional safety like they have at the Elizabeth street intersection	Lisa Harrison
48815	Vehicle	This is an unnecessary proposal and one which would further significantly increase delays and tailbacks from this intersection which already occur in the mornings and evenings. As one of the few surviving roundabouts in the city, this junction actually works fairly well in permitting the crossing flow of two streams of traffic funnelled round and over the hills. The amount of pedestrian crossing activity across this intersection seems very modest, not justifying this kind of approach.	Ian Douthwaite
48816	Vehicle Other: Horse float attached	Everything is fine EXCEPT the raised platforms. They simply are asking for cars to be rear ended. The ones on Lincoln Road are WAY too high.. and having cars slow down to EXIT the roundabout is just not going to work. Even if you had LOW platforms to enter the roundabout bit do not put platforms to exit. It is too much of a risk. I am pro cyclist and an active pedestrian so support safety for them. But not going to be safe to tow a float over those HUGE platforms, even slowly.. and even worse to have them on the exit points. Surely you can see how that just doesn't flow right at all!?	Jane Nuttridge
48817	Vehicle	Such a waste of time and money, it is time to put traffic lights in. It always has high traffic levels. Noone tries to walk across the roads near this intersection. Cycles are squished against the cars. Slowing down vehicle traffic will lead to long traffic queues on centaurs rd. I use this intersection regularly, it's time we had traffic lights and cycle lights. Cycles coming down the hill to Colombo have a very steep area approaching the intersection, wouldn't want to be on a bike here.	Robyn Sanson
48818	Vehicle Bus	Narrow the road width approaching the roundabout and install sharrow markings to indicate that cyclists and vehicles share the lane: - I support the installation of markings to indicate that cyclists and vehicles should share the lane.	Harrison Clark

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	Walk	<p>- I do not support the narrowing of the road I think that this will force cyclists into unsafe situations by forcing them to merge. Currently there is sufficient space to allow a cyclist to get out of the way of a vehicle that may fail to give way to them. Narrowing of the road will also make it more difficult of busses and large trucks to navigate the roundabout. As it is, and speaking from experience as a passenger, it's not uncommon for a bus to drive over the edge of the roundabout/curb in an already tight roundabout.</p> <p>Widen the existing pedestrian refuge islands and add zebra pedestrian and cycle crossings on Colombo Street and Centaurus Road to create safer crossing points:</p> <p>- I support this change provided it is implemented in a way which is not going to cause traffic back ups into the roundabout.</p> <p>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:</p> <p>- I don't support this change. Again I think narrowing the intersection by extending the curb will lead to more incidents and do not think the speed people turn on/off these roads is relevant. If anything, people turning go an appropriate speed, the people going straight through in any direction are the ones who will speed through.</p> <p>Build out the kerb on Dyers Pass and Cashmere Road to slow vehicles turning left into Cashmere Road.:</p> <p>- This is not an issue, the corner is so tight and steep as it is that you cannot go fast. If anything this whole corner needs to be lengthened to allow left turning cars more room to sit and give way.</p> <p>Add a concrete lip around the centre of the roundabout to reduce the speed of people travelling in the roundabout:</p> <p>- I wholeheartedly do not support this. it is a mind boggling stupid idea and will cause accidents and increased traffic build up. People slowing to go over the bumps will get rear ended and traffic will not flow as smoothly or quickly as a result. I imagine this to be similar to the monstrosity of an intersection that has recently been completed on lincoln road with the raised platform, the first time I went over this was a shock considering I was unaware and there were no road markings indication a huge intersection wide speed bump had been installed....</p> <p>Install a new pedestrian refuge island on Remuera Avenue at the intersection of Colombo Street, making it safer to cross here:</p> <p>- I'm on the fence about this one. There is an existing island which is sufficient. There is also a traffic light crossing 100m down the road outside the school. Have two crossings which stop traffic seems idiotic. I think perhaps the existing island could be expanded to better protect pedestrians.</p> <p>Ultimately as a someone who has lived in Cashmere for several years I do not support these changes. This roundabout is a high flow and high traffic intersection and the proposed changes seem to only further delay traffic and infact make the intersection more dangerous for all.</p> <p>Recent large scale roadworks around christchurch have left me with little to no faith in the people who have planned them at CCC. As someone who works in Riccarton severely affected by the roadworks around there and just finished lincoln road roadworks, I'm at my witts end and almost ready to pack up and move to another city in NZ.</p> <p>If/whatever does go ahead, I hope any work is done quickly and efficiently with minimal impact on traffic and residents. Although knowing how these things go it will probably be a 6month, 1 lane, stop go job which will be ripped up again within a year.</p> <p>Yours sincerely, A man trying to give constructive feedback through a cloud of frustration, Harrison</p>	
48819	Vehicle Cycle	<p>I don't like the idea of forcing cyclists into the same lane as motorists. I cycle through here regularly and that would make me nervous, especially when cycling with children.</p> <p>I do like that there will be raised platforms to slow motorists as we/they enter the roundabout.</p>	Ross Mackintosh
48820	Vehicle	<p>I use this roundabout frequently and I'm happy changes are to made here. One of my main concerns is the downhill section of Dyers Pass Rd - vehicles stopped at the stop sign frequently misjudge the movements of vehicle around the roundabout, particularly those coming south down Colombo St and turning west onto Cashmere Rd. I have had numerous near misses as a result of cars jumping forward into the roundabout as I am turning (sometimes it seems they just take their foot off their brakes, it has been heartstopping at times!) I'm not sure from the diagrams if this is being addressed but perhaps setting back the Stop sign a few metres up the road to create more space might help?</p> <p>Just hoping to identify this issue</p>	Kerry Goddard
48821	Vehicle	<p>Excellent, well thought-out proposal. I hope it goes ahead as planned.</p>	Mick Stephenson
48823	Vehicle	<p>Absolute nonsense. The only issue I have seen is in regards to visibility looking to your right up dyers pass road as the road comes on an angle which makes it hard to assess if traffic is coming down while simultaneously looking ahead for traffic coming through the roundabout in the opposing direction. Cyclists that pass traffic on the left and then cut out in front into the round about. It's not speed that is the issue and certainly adding more to the intersection is going to distract everybody involved as there will be far too much going on paint here, signs there, crossings there. In simple terms you could make the roundabout larger and leave it at that (slows traffic, increases space for vehicles to enter / exit roundabout).</p> <p>Roads like Malcom Ave (nearby) could certainly use this level of attention - the road is poorly maintained.</p>	Brock Anderson
48824	Vehicle	<p>The plan looks like good changes. I use this junction by car 3 to 4 times per week, never on foot and probably a handful of times a year by bike.</p> <p>It is very hard for pedestrians to cross at this location and at some times of day the area is busy with school children on foot & bike plus a lot of cars.</p> <p>Losing the 4 spaces at the row of shops is not ideal as they are often full at peak times. If they could be retained that would be ideal, but overall it is probably a worthwhile sacrifice for the increased usability of the area.</p>	Andy Dopleach

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48825	Vehicle	Cars coming down Dyers Pass Road need a speed bump to slow them down as many people just keep going without looking. The road is already too narrow for the amount of traffic going through making it narrower isn't going to help the poor truck drivers having to navigate through. Cyclists also need something to make them slow down coming down Dyers Pass Road as a number of times I have seen near miss purely due to the cyclist not slowing down and looking.	N Swale
48826	Vehicle Walk Other: Running	Hi, by narrowing Cashmere Road and slowing traffic (which is no bad thing) what will happen back at the Barrington St/Cashmere Road roundabout? Won't traffic back up even more at this point? People need to be encouraged to use Hackthorne as an alternative to Dyers Pass Rd and make a LH turn only at the bottom.	Fiona Spencer
48827	Vehicle Cycle Walk	Please put in traffic lights we use this daily & have witnessed so many accidents & near misses. One issue is cars not indicating properly & risk taking by all concerned when the road gets so congested especially when you have 3 schools in a very close proximity. We pay high rates & with the new subdivisions along Cashmere Road, Hoon Hay & Worsley's only going to get worse! This is an extremely dangerous corner & one of the highest car accidents & the solution is to put in a more complicated roundabout & make the congestion worse! It needs traffic lights it's what we pay our rates for!! Every other large high school in Christchurch has traffic lights surrounding them except Cashmere!	Lianne Killick
48828	Vehicle Cycle	I support the proposed changes at this intersection.	Geoff Sugden
48829	Vehicle	I'd be happier to see traffic lights here. The problem is the number of commuters especially at school times - both Torrington and Cashmere high kids as well as so many commuters coming over the hill. Is there an option to change to traffic lights?	Louise McDermott
48830	Vehicle	It looks like a great idea. The current roundabout layout is lethal and allows for fast driving and dangerous interactions, especially for cyclists and pedestrians	Charlotte Phoon
48831	Vehicle	I feel having raised platforms and narrower roads will make things a lot worse. Why can't they get rid of the roundabout and install traffic lights with turning arrows? It would make things a lot safer and easier.	Stacey Ireland
48832	Vehicle	I use this roundabout at least twice a day, sometimes as much as 4 to 6 times and I have never seen an accident on this roundabout. To put zebra crossings on two of the roads off this roundabout is madness. It will make the traffic a lot worse especially during busy periods, drivers and cyclists will become impatient and it's just asking for accidents and incidents. I am against the installation of the zebra crossings and feel the raised platforms should be enough to keep pedestrians safe. What really needs to happen is road users (including cyclists) need to be educated on the Highway Code and the driving exam should be more difficult to pass. Also people shouldn't be allowed to drive on restriction licenses for what seems like forever. The government needs to look at the wider picture instead of spending hard-working taxpayers' money on hair-brain schemes that just make it worse for road users.	Karen Clarke
48833	Vehicle	Traffic lights would be better for the Cashmere one instead of a roundabout	Grace Corlet
48834	Vehicle	These proposed alterations to the intersection are utterly ridiculous. Rather than waste millions of dollars on unnecessary changes, it would be better to educate Kiwi drivers on how to negotiate a roundabout. Such as knowing how to indicate. I often see drivers indicating left, when they go straight ahead. They also indicate that they're turning right and travel straight ahead. This gives wrong signals to other motorists waiting to enter the roundabout. Adding zebra crossings at a busy roundabout is ludicrous! Zebra crossings should be located away from junctions so that pedestrians can cross safely. To intentionally hold up traffic is frustrating to tax-paying motorists that fund road maintenance.	Tony Clarke
48835	Vehicle	The speed limit will need to be snail's pace to allow for the short distance between coming out of the roundabout before arriving at the 'safe' (?) pedestrian crossing areas. Light controlled intersection would be a better option.	Trudy Thompson
48837	Vehicle Cycle	I support the intersection improvements. There are a significant number of cyclists traversing Centaurus Rd towards Cashmere Road in each direction. The facilities must cater for on-road cyclists	Martin Peat
48838	Vehicle Walk	I think the proposed idea will increase congestion. How is traffic meant to flow if they are having to stop constantly for pedestrians. Widening the islands will mean only one car can get through at a time as opposed to left-turning traffic being able to get through when it's free. Tidy up all the bushes and trees to give better visibility and improve training on roundabout use instead.	Natalie Craig
48839	Vehicle	Other: Work vehicle. As a tradesman I have no other option. The placement of the pedestrian crossings is ridiculously close to the roundabout. Clearly the people who designed this aren't aware in the road code you can't block an intersection. If a pedestrian walks out (often they do this without looking) then the vehicle in the intersection will have to stop in the intersection. It's plain to see and must be changed. Most likely this is a consultation to say you've consulted with the plans already in place to proceed with no changes. Traffic lights though frustrating would probably be the best option here.	James Shackleton
48840	Vehicle Walk	Why visually clutter up the intersection and create narrow areas to make it even more hazardous? Although lights are not ideal I believe this would be a far superior solution in terms of efficiency of traffic movement and safety for everyone, particularly pedestrians. At peak times this intersection is almost impossible to cross safely. Pedestrian crossings could potentially create constant backlogs of vehicles and even more stressed drivers.	Jan McKay

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ID	Travel mode	Do you have any comments on what is proposed at this intersection?	Full name
48841	Vehicle	Would it not be safer for everyone using the intersection if traffic lights were installed instead of islands and raised intersection, the Lincoln Rd whiteleigh ave intersection is a disaster all it's does is damages suspension in motor vehicles.	Wayne Pickles
48842	Vehicle Cycle	The main priority for safety improvements of this intersection should be improving the ability to see cars coming from Dyers Pass Road, when travelling East along Cashmere Road. It is currently very difficult and dangerous to enter the intersection from Cashmere Road, as drivers currently come off the hill relatively quickly and people on Cashmere Road get minimal warning of Dyers Pass vehicles. If this could be improved that would be greatly appreciated. Hope some of that makes sense!	Riley Payne
48845	Vehicle	Making a car stop for a pedestrian as it exits the roundabout is going to be a recipe for disaster! These pedestrian crossings will more than likely give the pedestrians the cause to believe they can step out whenever they like with little regard to what traffic is coming. It will cause traffic buildup in all the wrong places which will likely lead to more accidents not fewer. I don't agree with building out the curb from dyer's pass road into cashmere either. As someone who comes down from dyer's pass quite a bit, I'm already concerned about the potential traffic build up back up the hill and I can see this causing further problems to this if the left turning traffic have to merge with the straight through traffic.	Angelina Craven
48846	Vehicle Walk	I'm not sure that pedestrian crossings are enough. In my experience as a driver, the current setup works really well, including during rush hour. However having been a pedestrian at this intersection, it's nothing short of terrifying!! Especially if crossing cashmere road which won't really be improved with this setup. So I'm not convinced.	Laura McOscar
48847	Vehicle Cycle Walk	I feel putting in zebra crossings isn't going to make it much safer. I'd prefer to see full lights put in with proper pedestrian crossings, particularly with this being as busy as it is and it's proximity to a primary school. The proposal, while being an improvement, I don't think it goes far enough to protect pedestrians un particular.	Simon McOscar
48848	Vehicle	The pedestrian crossings should be further from the roundabout. In the images, when the red car gets to the give way for the pedestrian crossing, if there was a pedestrian he would have to stop. However, there would not be enough time for a car entering the roundabout after the red car to see that happening, they would enter the roundabout, and either not be able to pass the red car or need to wait behind the red car in the middle of the intersection. This would be worse if it was a bus instead, as they need more room. While it would make pedestrian crossing easier, it would stop the flow of traffic continually, and this is a major commuter route for people in the area - moving the pedestrian crossings further away from the roundabout, but still incorporating them into the design, would be positive for all both the vehicles and the pedestrians	Coral Denize
48850	Vehicle Walk	This proposal will only succeed in slowing traffic to a complete stand still. Putting lights at this intersection would be a much better use of our rates money. This plan is laughable!!!	Maree Hawtin-Morrow
48851	Vehicle	I would like it to stay as it's. Teach people how to drive/ride/walk instead. Would be a waste of money.	John Pettersen
48852	Vehicle	This is another case of excessive design when what is really needed is the removal of the roundabout and the installation of traffic lights so that all users get a safer intersection without the regular challenges seen from the downhill traffic especially at busy morning hours and after school hours. The roundabout is a challenge to all users when a number of users do not indicate their intentions - cyclists will never get a fair go at roundabouts!!	Peter Hills
48853	Cycle	The proposed changes look good. It is good to see more of a focus on pedestrians, public transport, and cycling.	David Moore
48854	Vehicle	Put in lights if you're going to change it. Because a pedestrian crossing is going to stop all the traffic and cause congestion, why does there have to be a pedestrian crossing just past the roundabout, leave it alone	Deborah Dyer
48855	Vehicle	Taking out the left turn from Dyers Pass to Cashmere Roads will create unnecessary congestion, especially in the mornings. As a former resident of the area, I used this roundabout often. This proposed plan for the roundabout seems largely unnecessary, especially given there are other, more dangerous intersections in rhe city that need attending first, such as Breens and Harewood Roads. Perhaps money could be better spent on driver education, upgrading the road signs alerting people of the upcoming intersection, and/or maintenance of the foliage surrounding the intersection to prevent blind spots	Catherine de Bruin
48856	Vehicle	I do not think these changes will improve the intersection at all. What is really needed is traffic lights. I travel this way home at peak time traffic and the traffic is already backed up quite away down all four roads. Please reconsider.	Janet Albertson
48861	Vehicle	Absolutely daft. That is such a slow moving intersection as it is, especially on school days and the traffic light crossing to Thorrlington School backing traffic up. You can sit on Dyers Pass Rd for up to 10mins approaching the roundabout due to heavy and/or stuck traffic. The proposed plan would only make these problems worse. Just put lights in if u plan to do this	Kate Alldred
48862	Vehicle	Support proposed changes to make it safer	Jannie Greeff
48863	Vehicle Walk	The intersection is dangerous and people get frustrated when traffic backs up and so sometimes do risky driving manoeuvres. I am concerned that narrowing the road to really only allow 1 car width will worsen the traffic backing up and worsen the safety issues. Traffic lights would be a much better solution for cars, cyclists and pedestrians	Susan Bevin
48864	Vehicle	Please put in traffic lights as the traffic flow is so uneven during peak times. Roundabout alone isn't enough for control.	Gabrielle Purchas
48866	Vehicle Bus Cycle Walk	Happy to see safety improvements for cyclists and pedestrians, especially crossings and more defined cycle lanes. Happy to see an additional bus stop.	Davina McNickel

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ID	Travel mode	Do you have any comments on what is proposed at this intersection?	Full name
48865	Vehicle	This intersection should be changed to signals and please ensure that all other services are upgraded as part of the project including guard rails on the 1st 100m / queuing zone of dyers pass	Neil Andrews
48867	Vehicle Cycle Walk	This proposal does not seem intuitive at all, by reducing the road width on Dyers and removing the free left turn into Cashmere Road you are creating more congestion and squeezing cyclists and cars into a more confined space. For a cyclist at peak morning traffic, this is already tight on a steep gradient. Your proposal will make this even more dangerous. Plus during peak morning traffic the cars are already backed up to Cracroft Terrace, removing the free left turn will exacerbate this causing drivers to become more impatient. I urge you to reconsider this and suggest you take a bike down dyers pass road at 8.30am one morning	Penny Claridge
48868	Vehicle	Having a crossing close to the exit of the roundabout will mean a vehicle entering the roundabout may not be able to exit it, causing the roundabout to be blocked, or increase the chance of a rear end collision. As an example, a pedestrian crossing after a bus/truck/towing vehicle has entered the roundabout would cause the system to be blocked. Or, if a left turning vehicle stops for the crossing while a right turning vehicle has already entered the roundabout leaving them to queue into the roundabout or potentially rear end the first vehicle because they can't see the crossing is in use. Worst case would be a rear ending at the crossing and a vehicle being shunted onto the crossing. Just install lights. Predictable, safe for all users, doesn't rely on people being average or better drivers with actual awareness and patience. Children crossing at lights has to be safer than stepping out on to a crossing unsighted by a vehicle on a roundabout.	Lana Forman
48869	Vehicle Cycle Walk	It is madness putting a pedestrian crossing that close to the exit of the roundabout. This will cause greater delays, more frustration and people will make bad decisions. Just put in traffic lights and controlled pedestrian crossings.	Mike Hickford
48870	Vehicle Cycle Walk	It needs to be a traffic light. In my opinion the proposed roundabout changes won't improve flow or safety.	Petra Watson
48871	Vehicle Cycle Walk	I support the pedestrian refuge on Remuera Ave. The roundabout design and changes to the approaches and the in lane bus stop are terrible. This long awaited upgrade to this intersection is more likely to make it more dangerous to cyclists and pedestrians, especially cyclists who will be forced into traffic. Why not trial sharrow signage in the bus lanes such that its clear cyclists can take the lane, but not at this intersection with all traffic, come on, how did this get this far. This is a major intersection with very high volumes of traffic and the design seems more suited to a local road. Such a vital transport link deserves better this - look at the lights upgrade near the bike park and that isn't anywhere near as busy or critical. This intersection needs major arterial lights such as those installed on Riccarton Road (4 lanes in each direction plus separated cyclelanes) or a major interchange with a bridge over Centaurus etc. Cyclists should be separated from the traffic and made safe enough for kids to use this. Our community seems to keep getting cheap patch ups and colorful temporary paint jobs instead of quality transport infrastructure that is expected. I really hope this design is not taken forward and the project is sent back to the drawing board. Is there going to be a community meeting to discuss CCC plans? I request that my details are not made public for privacy reasons.	[REDACTED]
48872	Vehicle	It's fine the way it is don't waste money on this!	Kristy Jarman
48873	Vehicle	The crossing need to be further up the road. As how are cars going to safely cross the roundabout with out blocking the road about! It's a busy junction at the best of times and with the crossing there is going to cause accidents and backlog at the roundabouts. You mention about the school but there is a crossing with lights outside the crossing. Plus removing the parking will only inhibit the businesses. You doing work that is not needed. Stop wasting money!	Lorraine Heaton-Caffin
48874	Vehicle Walk	This new idea is ridiculous. The problem in this area is congestion, NOT speed. Adding 'landscaping' and narrowing lanes is not a solution to the type of issues in this area. This is not good civil engineering.	Katie Hartland
48875	Walk	Hi, Great to see this intersection getting some attention!! We walk down Dyers Pass Rd to school and we are delighted to see the footpath put in so the can get to Cashmere Rd. However they really need a zebra crossing on Cashmere Rd. How come there's a pedestrian crossing on Centaurus and Colombo and not on Cashmere Rd? Also so many bikers coming down Dyers Pass it really needs better bike lane demarcation on approach down the hill. Great to have more bus stops, fully support!	Kathryn Adam
48876	Vehicle	Sounds like a good approach. Safety implications are well overdue.	Tom Williams

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ID	Travel mode	Do you have any comments on what is proposed at this intersection?	Full name
	Cycle Walk		
48877	Cycle	Hi this proposal forces cyclists into the same lane as cars. This is very dangerous and worse than it is now. We should be encouraging more people to bike and therefore a solution which prioritises cyclists and their safety should be used.	Denbigh Okeefe
48878	Vehicle Cycle Walk	Pointless update. Not even an upgrade. Add some lights and teach people how to drive better.	Lewis Elliott
48879	Vehicle	I think this really just needs to be traffic lights. Make everything a whole lot safer and would take the risk of accidents happening down by far.	Emilie Coates
48880	Vehicle Cycle Walk	It appears to make it safer for pedestrians however congestion is a significant issue at peak hours which causes unsafe driving and incidents. There is an unequal flow of traffic and this will not resolve this issue and looks like it could make it worse. I feel we need to consider solutions that reduce congestion, thus increasing the likelihood of improved safety and drivers and cyclists taking fewer risks. I support the addition of pedestrian crossings.	Jordana Clarke
48881	Vehicle	I think it's great to slow the speed down and make it safer at non peak times. However I (and many others) regularly come off the hill and turn left onto cashmere road in the morning in peak traffic. I'm concerned at how tight of a turn it will be, with the new Curb making it look nearly impossible to make a left turn onto cashmere road in one sweep. At the moment we are also able to utilise the left hand turn lane, and bypass the two cars which are waiting to head straight through the intersection. This will slow us down, and at the morning rush hour the traffic already gets very very backed up dyers pass road.	Mac Nelson
48882	Vehicle Cycle Walk	So if a cyclist is going straight through the intersection from Cashmere road to Centaurus road and a vehicle is turning left into Colombo street they will be in the same lane. The left turning vehicle will be looking to their right as you do in a roundabout. This is dangerous	Liz Hampton
48883	Vehicle Cycle	Be good to see some changes made to this intersection making it safer for all passing through	Douglas Bickley
48884	Vehicle Cycle Walk	Yes. You need to widen the road & make proper delineated cycle lanes, not just narrow the road & paint signs on it. This is dangerous, cheap, & poor planning.	Jeff Hampt
48885	Vehicle Cycle	Roundabout and this design will make it worse. Just make it a signal that is controlled based on traffic flow instead of making it by slowing down traffic and making traffic that queues up even worse	Hammad Hassan
48886	Cycle	This looks great!! As a regular cyclist it is so nice to think that improvements are planned - it is a very scary roundabout currently. Thank you to all involved!	Rosa Wallace
48887	Vehicle	There's no way that motor vehicles will give way to cyclists and pedestrians at the zebra crossing on Colombo, near the intersection. Traffic entering Colombo will go straight through to avoid being rear ended. The cycleway heading west on Centaurus is confusing. It's on the live lane for cars but shows as though it moves to the walkway but then is in the live lane at the intersection. This needs to be more clearly (or simply) indicated. I like the bus stop changes. Rest looks fine.	Hodgman Keri
48888	Vehicle	Scrap the whole proposed mess and just put in traffic lights. Got to be the dumbest idea ever to put pedestrian crossings over the exits of a roundabout. Not only blocking traffic up even more but, but dangerous. Completely over the top, poorly thought through design. Forget narrowing, widen the roads so that with lights, you create safe crossing areas and room for bikes, buses and cars. I used to bike to Cashmere High through this intersection and you just learnt how to cross safely without someone holding your hand. With lights you would provide a way simpler and safer intersection. I'm so sick of all the lumps, bumps, squiggles and fluro colours all over the roads lately. Makes areas confusing as you're constantly having to identify all the different signals they are sending e.g. lookout here's a bump, then a kerb stuck into the roadway, only for bikes; only for a bus, keep clear, 30km, 40km etc etc. It's like your designers have some sort of disorder whereby every part of a road these days has to be deformed, labeled and painted.	Margaret McMahon
48889	Vehicle	The proposal looks excellent. Lower speeds and raised crossings will improve safety here and make it much more pleasant to walk and cycle around.	Joseph Corbett-Davies
48891	Vehicle Walk	Stop being so tight money wise. a traffic light system is the safest and quickest way to fix this. Coming down dyers in the morn can have dozens of vehicles. Getting rid of the left turn will make even more of a backlog. It is amazing no one has been seriously injured or killed but with a roundabout there it is only a matter of time until someone does. To get around from dyers you have to take a risk and go faster than you should	Andrew Casey
48892	Vehicle Cycle Walk	I support the proposed modifications to the Colombo / Dyers Pass roundabout as an effective way to accommodate pedestrians and cyclists through the intersection without materially impacting vehicular operations. The improved bus stop amenity and non-motorised access to the shops on the east side will also hopefully have a local economic benefit as well as making travel by those modes more attractive.	Shane Binder

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ID	Travel mode	Do you have any comments on what is proposed at this intersection?	Full name
		<p>I have three comments / suggestions:</p> <ol style="list-style-type: none"> 1. A cycle ramp should be installed in front of 2 Cashmere Rd to accommodate eastbound cyclists in the bus lane approaching the roundabout. This would enable them to use a shared use path around the corner as opposed to merging with vehicular traffic at a point where heavy vehicles in particular have well-established blind spots (see coronial findings in 2017 Hamilton Te Rapa Rd roundabout cyclist fatality). 2. The footpath alignment to the two RSPs on the west side is rather awkward and will be challenging to navigate for the vision-impaired. This may be required by the steep vertical topography but I would encourage a revision of this corner to aim for a more intuitive path to both Cashmere Road and Dyers Pass crossing points. 3. Is it possible to modify the existing kerb on the south side (between Centaurus and Dyers Pass) to further slow left turning vehicles? The shallow angle between these two approaches enables turning vehicles to maintain relatively high (and inappropriate) speeds approaching the crossing point. 	
48893	Vehicle Cycle Walk	<p>Yes. As a local resident who drives but also a cyclist commuting through here at peak times these proposals are very worrying. 1. Narrowing the lane so cars and bikes share the same space? Crazy. Currently coming down Colombo to turn left at the roundabout it's great that bikes have space to get through, thereby avoiding a huge queue of cars. 2. The proposed bus stop in lane opposite 7 Centaurus - will completely block the cycle lane at an already busy stretch where there's a constant queue of cars, so nowhere for the bikes to go. 3. Raised platforms - horrible for bikes - easy to clip a pedal and get knocked off, if there's any rubbish / broken glass there's no way to avoid it, it really doesn't make life easier - I always think these must be planned by people who've never commuted by bike. Would suggest we'll marked cycle lanes, perhaps lights for peak times and main thing needed is better drainage to cope with the floods coming off the hill after heavy rain.</p>	Suzi Bell
48894	Vehicle Cycle Walk	<p>I use this intersection daily commuting by bike about half the time and car the other half. Plus frequently walking through on the weekends. I strongly oppose these suggestions. Traffic is already backed up in the mornings back beyond Landsdowne this will make it worse, on a bike traveling down Centaurus and turning right you will have to navigate in the road through a dangerously placed bus stop proposed and losing the right hand turn lane means you have to compete with traffic on a bike and congest traffic further. Quite frankly it's an expensive hazard what you propose. Would traffic lights not be a better and simpler solution?</p>	Peter Banks
48895	Vehicle Cycle Walk	<p>Dangerous plan. I do not support. Too tight a turn left onto Cashmere road from Dyers. A real issue for cyclists. Reduced visibility with the landscaping too. Makes for a very complicated junction - proposed option does not improve situation.</p>	Annette Howard
48896	Vehicle Cycle	<p>This will further complicate an already heavily congested area, and do little to reduce emissions, congestion, or improve cycle safety. Reducing the number of cars essentially parked up waiting to use the roundabout at peak times and providing clear signals for cyclists, pedestrians and motorists through traffic lights and double lanes entering and exiting the intersection would provide a more robust solution. Improving how this intersection interacts with the thorrington primary school crossing during the morning peak would also go a long way to improving safety and reducing emissions.</p>	Sam Breen
48897	Vehicle	<p>Don't do it!!!! Please. Seriously, it's madness... When people stop at the Zebra Crossings to allow persons to cross, there will be chaos. Currently you need to 'take the gap' sensibly to access a roundabout (any roundabout), it is extremely daft to have to be aware of the need to give way to pedestrians at a Zebra Crossing immediately after exiting the same roundabout! You would need to allocate additional attention to the exit earlier than would be usual, reducing the amount of attention given to the 'joining the roundabout'. This will increase the risks for ALL road users at these points... And as for the raised platforms ideas, someone somewhere needs to go back to the drawing board. They cause more issues than they are worth, example #1 being Lincoln Road's new arrangement... incredibly stupid, that is. And as for removing the Left Turn bay from Dyers Pass Road to Centaurus Road, that will cause even more delay for the downhill traffic either going straight through or turning right. Did anybody actual engage the brain?</p>	Robert Wilkes
48899	Vehicle	<p>Leave it alone!! If it's not broke, don't fix it. I go through there multiple times a day (I live in Governors Bay) and I've had no issues or seen anyone with any issues</p>	Darcy Knibb
48900	Cycle	<p>I live [REDACTED] and while car parking is already an issue for my visitors taking the three car parks on Centaurus road for safety would be a compromise worth taking, I don't see how the proposed plan would address the safety issue related to cars accelerating to the max as the go up dyers pass or the burnouts on the weekends. Morning commuters use Merlewood Ave as a shortcut and the drive down it very fast, Merlewood had no side walk and my children have to walk down to Thorrington school and have had a few close calls with this tour of drivers, how is this going to be addressed? How can Merlewood Ave be made less attractive to rushing commuters?</p>	Diego Chellet
48902	Vehicle Bus Cycle Walk	<p>The new plans look set to cause all sorts of issues for all road users, but I'm particularly concerned about my safety as a cyclist, and that of my child. Narrowing the cashmere Rd entry to the roundabout, with the intent of cars and bikes sharing the lane, is so unsafe. Cyclists need to be separated at this intersection, not forced together. Cars will still just try to squeeze past cyclists, making the problem worse. Mum also concerned about the pedestrian crossings right at the exit of the roundabouts - it won't be easy for drivers turning left to see anyone on those crossings until they're almost on top of them. When you add that the the new bus stops (one of which is in lane) immediately opposite each other, there is going to be so much stopping and starting of cars in and around the roundabout that further congestion appears very likely - and that's again concerning for me as a cyclist. Impatient car drivers are likely to try and go around cyclists and I don't fancy getting wedged between a bus and a car.</p>	Nicola McKenzie

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ID	Travel mode	Do you have any comments on what is proposed at this intersection?	Full name
		More consideration needs to be given to cyclist safety, to maintain proper separation from traffic. A better, albeit more costly solution, would be traffic lights. Lights would properly solve the issues of this intersection for all users. It'd be worth waiting until that's affordable, and do it properly.	
48903	Vehicle Cycle Walk	Hi, thanks for giving the community a chance to comment on the proposed layout. Having a Zebra crossing when exiting a round about is so ridiculous. The level of attention to enter a round about at the right time and safely is more than some people can do at the moment. Let alone adding maybe having to stop straight away as you exit. It is a disaster waiting to happen. To be frank, I don't think their should be a zebra crossing at the round should be atleast 50m back in all directions to allow a sufficient amount of cars to be able to stop without blocking the roundabout up.	George Clarke
48904	Vehicle	This is a very busy intersection at peak traffic times with cars backed up in all directions. This will be compounded by pedestrian crossings so close to the roundabout. While it is desirable to slow traffic moving through this intersection, narrowing the road, raising lips and adding more signage creates more cognitive load at a time when stressed drivers need to be able to focus on multiple factors (incoming traffic, pedestrians, cyclists, give way rules, indication). Adding more complexity to this may in fact increase the risk of error. The challenge with this round about is the angle of dyers pass road which makes it hard for drivers heading east on cashmere road to see vehicles which can approach at speed from that direction. Traffic lights would likely ease congestion and improve safety for all travelers.	Emma McKenzie
48905	Vehicle Walk	There's not enough parking at the shops at the moment and it sounds like you're proposing to create more of a bottleneck. I agree with a pedestrian crossing at Remuera but not the other changes.	Lisa Clarke
48906	Vehicle Cycle Walk	This looks great, I especially like the cycle crossings. When driving eastbound on Cashmere Rd there are often cyclists coming down from Dyers Pass Rd at high speeds, anything to improve visibility of those approaching would also be good!	Tineke Corin
48907	Vehicle Cycle Walk	Zebra crossings so close to round-abouts just cause traffic issues through the round-about making it so much unsafer for bikes and vehicles. Please consider moving it further down the road.	Liz Peterson
48908	Vehicle Bus Cycle Walk Other: Scooter	Don't make the roundabout bigger because the bus already struggles to get around it in the first place, make the roundabout smaller so that there's more room for everyone stop trying to "slow cars down" you're just frustrating drivers which has been proven to cause accidents. Make it a wide laned double laned roundabout by making the middle smaller that way there's room for everybody, especially the bus as I've noticed when you narrow roundabouts the busses kick out their back end more and get damaged easier.	Aubrey Walker
48909	Vehicle Cycle	Do you plan to also educate every driver that uses this intersection in some way to expect cyclists to merge? Very few drivers accept/understand/appreciate the risks involved to cyclists when they are forced to merge into traffic, especially at a busy roundabout, especially at this one. Drivers think we cyclists are in their way and act aggressively. We pay the ultimate price. Narrowing the road forces us between cars and makes us hope the driver behind us isn't a nasty one. Especially as a female cyclist. You need to build in cycle lanes and make this roundabout safer for the high amount of road cycle traffic it sees, rather than simply building measures for drivers and pedestrians/footpath users only. Protected cycle lane left turns for cyclists embedded in traffic islands or kerbs is a great start, to allow us to travel unimpeded and safely without merging into vehicle traffic. From there, you could also look at something to aid straight through and right turn travel - often cyclists are not seen or ignored because we can be slower than vehicles as we accelerate through roundabouts, and drivers will cut us off when they are supposed to give way to us. This does nothing to encourage new riders and young people to ride to and from school. Perhaps a flashing light or electronic sign to warn of cyclists moving through the roundabout? Or on approach to the roundabout, an electronic or standard sign to remind drivers this is a high cycle traffic zone and to be aware of cyclists travelling through?	Chelle Thomson
48910	Vehicle	You have all forgotten that people on the Banks Peninsula, come to Christchurch to work along with other locals who travel distances for their work and trades. They use this intersection which causes horrendous queues, and putting pedestrian crossings at a round about is so dangerous and really doesn't say much about common sense by your planners. You have done nothing to address congestion here, but will make it even worse with this waste of money plan. People will need to walk down the road to cross. Well away from this round about.	Liz Fisher
48911	Vehicle Cycle	It's mad. I fully understand wanting to improve the safety for pdestrians, but this isn't the answer. It will clog up the interesection, and actually could make it more unsafe for cyclists given the road-narrowing. This interesection needs traffic lights. End of story. And the pedestrian crossing on Colombo should be moved northwards to the other traffic island.	Graeme Fraser
48912	Vehicle Cycle Walk	You need to install a free left turn for traffic turning left onto Colombo Street. Putting a zebra crossing right next to the roundabout will cause significant hazards for pedestrians. When I drive there and make that turn, Im focussed on cars also entering onto Colombo, and will inevitably hit someone crossing there. Crossing should be moved away, there is in fact a controlled crossing not far with lights, we can use that to cross the road safely. Stop your unnecessary war on car parks and cars.	Andrew Cooper

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ID	Travel mode	Do you have any comments on what is proposed at this intersection?	Full name
48913	Vehicle Cycle	How absurd is this? Why mess with something that works.... If people can't negotiate this, they should NOT be driving. Have had no issue with this, as a daily user for the last 7yrs, and do not see the need to change something. Why spend money we don't need to???	Ben Sewell
48836	Cycle Walk Other: Skateboard	This is great, I fully support the changes to make this safer! From what I understand from the proposal the pedestrian crossings are all raised to the level of the sidewalk as well which is great to slow down traffic. I'm on holiday in Taupo right now and there are so many raised pedestrian crossing it makes it feel so much safer crossing the road and vehicles are all slowing down. Some ideas that I have to slightly improve the design. The raised crossing, please have it so it has a sharp rise (not a gentle slope) so vehicles actually have to slow right down which means they are more likely to let bikes and pedestrians cross safely and/or see them. Also in Taupo the raised crossing have tiled bricks on the faces which makes it easier to see for drivers and clearly shows to the drivers that they are entering a different zone and need to pay extra attention due to the different road surface. (See attached photo) This could be instead of the white arrows. Another suggestion would be for the cyclists. Having a sign that shows that if you want to turn left you can (instead of entering the roundabout) turn on to the share sidewalk and exit on to the road. Just have a sign that says something like "left turn cyclists this way" or similar would be great. What I am talking about here can be seen on image 2/3 Centaurus Road looking west Just before the curb cut for the cyclists place the sign there? These changes look great! I am also pleased to see the removal of the slip lane coming down from Dyers pass road. Too many times have I almost been hit exiting the road about by a vehicle that I ride almost to the right hand side to avoid a car pulling out in front of me, it's very nerve wracking so I so happy to see this. One final suggestion would be the island crossing points the addition of some U shaped bars to make it feel even safer in the middle of the crossing as there would be a physical barrier to protect you from a car driving straight on to the island.	George Laxton
48915	Cycle Walk	Love this treatment and fully support. Especially like the cycle improvements to allow those on bikes out of the roundabout if they are turning left. Please do this at as many left turns as possible!	Christopher Seay
48916	Vehicle	At peak times traffic tails back from the roundabout on all four legs. In particular the tail back on Cashmere Road can (at times) extend back to the Barrington roundabout. During this congestion errant drivers choose to turn left off Cashmere Road down Thorrington Road to avoid the roundabout. This left turn is unsafe and not permitted as Thorrington Road has a one-way only exit onto Cashmere Road with no entry signage clearly displayed. More preventative measures to detract traffic turning left onto Thorrington from Cashmere would be beneficial and safer for users of Thorrington Road. I like the raised platforms to slow traffic entering the roundabout but wonder if the raised platforms on the exits will cause problems for vehicles maneuvering around the roundabout colliding with the rear of vehicles in front of them who have slowed to negotiate the exit platform.	Glen Hughes
48917	Vehicle Cycle Walk	Having a separate lane for the left turn at the bottom of Dyers pass is very helpful for both cars and cyclist. It is a very tight left turn, and when driving you are looking to the right to see its clear, then turning left. As the cyclists going straight are separated into another lane, there is no risk of a crash with a cyclist on your left side. Removing this will cause an increased conflict with cyclist and cars. The majority of cars go straight, and the cyclists are on there left side with both going at the same time. With these changes, there is an increase risk that cyclists will still remain on the cars left side where it is very difficult to see if they are indicating, and a car turning left may not see a cyclist as they are looking right to find a gap to enter the roundabout. This risk is significantly increased for trucks who will need to stay over to the right of the lane to make the left turn, and will be unable to see a cyclist on there left. See attached photos.	Henry Willis
48919	Vehicle	I use this intersection 4 days per week, commuter time morning and evening. The roundabout gets very congested with traffic backing up quite far up Dyers Road. I have witnessed quite a few near misses with cars and cyclists. I am all for making it a safer intersection for cyclists. My feeling is that a set of traffic lights would be more effective than the options proposed - this doesn't really change anything and will still be very congested and therefore dangerous at commuter times.	Eroica Ritchie
48920	Vehicle Cycle Walk	I am a resident living close to this intersection and make the following comments; Firstly, it would be useful to understand if this roundabout is more dangerous than others. A major reason given for this upgrade is safety but there is no evidence provided that it any less safe than others. This intersection is heavily used especially at peak times (8am, 3pm and 5pm) and traffic can back up right back to Bowenvale Av. The consequences of further slowing traffic needs to be considered. This is particularly relevant for the proposal of having a bus stop which stops in the lane! Narrowing the road width approaching the roundabout will essentially force cars and cyclists together and this seems intuitively more not less dangerous. While I agree that reducing speed through a roundabout is likely to minimise the impact of any accident, I am not convinced that raised safety platforms are an appropriate means for doing this. The use of raised safety platforms when exiting the roundabout I would suggest is dangerous in itself.	Glenn Judson

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ID	Travel mode	Do you have any comments on what is proposed at this intersection?	Full name
		<p>Pedestrian crossings right on a roundabout are intuitively dangerous for both pedestrians but also drivers who could conceivably need to stop in the middle of the roundabout. Crossing Colombo street from North to South you would not be able to see cars entering from Cashmere road.</p> <p>The two major issues not addressed in this proposal is the frequent "overshoot" of cars stopping coming down Dyers Pass Road because of its steepness and the crossing point on Centaurus Rd opposite No 10, which is on a bend and blind when crossing from North to South.</p>	
48921	Vehicle	<p>The reason this intersection is so dangerous is the lack of enforcement, this is already a high congestion area and adding pedestrian crossings is going to add to this, how about you enforce the speed limits on bike and that will solve a significant amount lives and ptsd, rather then spending an unnecessary amount of money, to are there has already been a huge am out of disruption to the roads in and around the hills from road works give us a break.</p>	Tim Corkindale
48923	Vehicle Cycle	<p>Yes...don't believe it will stop accidents, which are often caused by driver inattention or confusion(often caused by tired & irritated people. PUT IN LIGHTS! More likely to get attention</p>	Miriam Preston
48924	Vehicle Cycle	<p>I use the roundabout each weekday commuting by bike from home along Cashmere Road to the CBD and at weekends when out road biking. I also use the roundabout by car. I am a confident cyclist and will filter down the outside of vehicles to turn down Cashmere Road from Colombo Street. There is currently room to do this. I am very aware of vehicles coming down Dyers at speed and have had a number of near misses due to the speed of vehicles coming down the hill. I agree with speed calming measures on the entry to the roundabout at this location.</p> <p>There should also be a proper pedestrian crossing as whether pedestrians are able to cross depends upon the courtesy of drivers. Having to give way to pedestrians and cyclists immediately on exiting the roundabout will result in conflicts and delays. As a cyclist I could end up on the inside of cars as I wait for a pedestrian and then there will be a pinch point at the crossing. It would be better to have signalised crossings away from the roundabout.</p> <p>For each entry to the roundabout there is now reduced road width which requires cyclists to merge into the lane, eg from Centaurus, Columbo and Cashmere roads. This will create pinch points. Are experienced cyclists expected to use the crossing if travelling along Centaurus and wanting to travel north on Columbo? It is unclear and vehicle drivers may have not expect cyclists to be using the road.</p> <p>If space was available, a separated path alongside the roundabout for those cyclists wanting to take the first exit would keep the majority of cyclists separated from vehicles. The kidney shaped traffic island at the base of Dyers intrudes into the current area which I use when travelling from Centaurus along Cashmere – this pushes me further into the road. Ideally the Dyers stop line and this traffic island should be moved back up the hill to provide more space so that cyclists do not have to move into the path of vehicles. The left turn at the bottom of Dyers has been removed. This was effective for cyclists wanting to go along Cashmere as they can filter down the inside without then having to wait their turn at the busy intersection to the turn left. The proposal will now require cyclists to enter the roundabout at slow speed due to the severity of the bend, which may not be anticipated by drivers – a cyclist filter lane should be introduced or cyclists merge onto a shared use path enabling them to continue their journey along Cashmere.</p> <p>Congestion will increase due to these changes. Has an assessment been conducted of increased delays, especially for motorists travelling down the hill? It is likely that more motorists will use Merlewood Av as a cut through.</p> <p>The roundabout does need safety improvements – if speed is an issue then why not make the local area a 30 kph zone?</p>	Darran Humpheson
48926	Vehicle Walk	<p>Absolutely ludicrous to think vehicles should turn left onto Colombo St AND then have to slow/ stop at a pedestrian crossing, as it will BLOCK up the roundabout. Vehicles will also enter going north from Dyers Pass to further add to the congestion...I cannot believe this plan has been well thought out at all. I personally would avoid it at all costs, as a cyclist, pedestrian or a driver. And this is just my first, very basic observation...I will be going to any information sessions that I can & hope to hear some explanations. It is dangerous now & I am extremely concerned how much more dangerous this would make it.</p>	Amanda Bird
48927	Vehicle Cycle Walk	<p>If you are simply aiming to slow traffic then this plan should be successful. It seems ludicrous to put pedestrian crossings right on the edge of a roundabout. Simply dangerous.</p>	Claire Cropp
48928	Vehicle	<p>this is not a smart or viable idea most members of the cashmere community use this roundabout daily and will say that it is not unsafe. by adding pedestrians crossings at the exits you are encouraging people to stop in the middle of roundabouts to wait for people to cross which will result in more rear endings and by narrowing the road people will be unable to take the quick turns instead during peak hour traffic stuck at roundabout causing more anger and frustration for the community leading to more split second decisions and more crashes. The roundabout itself is not dangerous but some peoples lack of knowledge on how to use roundabout as well as some cyclists lack of awareness for cars. don't change the roundabout there is so much you could put money into that would be worthwhile and not a stupid waste do better!!!</p>	Emma Elston
48925	Vehicle Bus Cycle Walk	<p>No to this proposal and yes to traffic lights. Navigating this intersection at peak traffic times is like playing russian roulette, you can never quite be sure you'll make it through unscathed. Poor knowledge of how to use indicators at a roundabout and uneven traffic flows leads to risk taking driving behaviours. Roundabouts require an even distribution of traffic from all four approaching roads for them to be effective. At this roundabout both in the morning and the afternoon only three routes are busy. The result is in the morning its almost impossible to enter the roundabout from Dyers Pass rd as a stream of traffic passes through from Centaurus rd and in the afternoon, vehicles from Cashmere rd. gain priority with few vehicles to give way to from Dyers Pass rd. and Colombo st and Centaurus rd are congested. Slowing down the speed of vehicles will not alter these traffic conditions and potentially make it harder as slower travelling vehicles decrease their following distances between each other creating bumper to bumper traffic and no opportunity for vehicles</p>	Juliet Ayrey

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		from other roads to enter the roundabout. The proposed left turn from Dyers Pass rd. onto Cashmere rd also looks impossibly tight and like it would require a three point turn to navigate. I would rather sit at a red traffic light for a few minutes in the knowledge that I could travel safely through the intersection. The proposed changes are likely to lead to more frustrated drivers as peak traffic queues increase and result in even riskier driving manoeuvres. The residents in Cracroft terrace and Merlewood ave will also have more drivers taking a shortcut through their streets to access Centaurus rd to avoid the Dyers Pass rd queue. The traffic lights replacing the previous roundabout at the intersection of Frankleigh, Sparks and Lyttleton streets have worked incredibly well and could work as a solution here too. This is not an intersection that needs to be 'beautified' it is a main thoroughfare that needs to function safely. The new plan looks way too busy with even more going on, with the addition of pedestrian crossings and bus stops, we need fewer hazards not more.	
48929	Vehicle Bus Cycle Walk	There is more accidents waiting to happen with this new one i lived there my self and found nothing wrong with the way it is now people just need to use common scene and OBEY road rules just put bike way so bikes can go through safely	Lyn Reeves
48930	Vehicle	It is mad! Having been driving through that intersection for the last fifty years this is a backward step The proposed pedestrian crossings are very dangerous. Some one needs to bite the bullet and the budget and instal traffic lights, both sage and likely to maintain a reasonable traffic flow	Gay Wood
48931	Vehicle	Putting pedestrian crossing on those corners would make it more unsafe. I travel that route every day and the morning traffic is already so conjested and slow. This will only make it more dangerous. Put them further down the roads in order to improve congestion. At peak times with schools crossing traffic is already built up there. I also think that narrowing that road would make it impossible for larger trucks to get around the corners safely. And if there's landscaping being put in please I sure they are plants that don't grow to big- as that will impair visibility also.	Olivia Rose
48932	Vehicle	Traffic lights would be better. Most of the traffic is going in the same direction at certain times of day, making it very difficult to cross the roundabout if you have to give way to a long line of constant traffic coming from the right. Cars need to make a quick dash in the gaps, which isn't safe, particularly as this is a small roundabout and you get very little time to make a judgment, especially when vehicles don't indicate correctly. Having a small space as you exit the roundabout before you have to stop at a pedestrian crossing seems particularly dangerous as motorists' attention will be divided between what is ahead and what is coming from the right. Longer vehicles may will block the roundabout if they enter it and then have to stop for the pedestrian crossing.	Heather Lander
48933	Vehicle Bus Cycle Walk	CCC need to bite the bullet and install traffic signals at this intersection. A roundabout only works well when the traffic flows are even in all directions. The additional measures will help up to a point and could be incorporated into a signalised intersection, but confining the space further and painting sharrow is asking for trouble. Motorists have a very poor understanding of their function and this is not the type of intersection to use them.	Duncan Whyte
48934	Vehicle	Absolutely ridiculous. Have any of you actually seen or been to that round about or have you just looked it up on google maps? Because if you had your know this is possibly the worst plan you could have come up with.	Charlie Mandley
48935	Vehicle Cycle Walk Other: Motorcycle	Yes, see below: 1. Raised safety platforms on all four approaches to the roundabout. [Comment] Agree, will not impede traffic flow, and encourage speed reduction on entry to roundabout. 2. Narrow the road width approaching the roundabout and install sharrow markings to indicate that cyclists and vehicles share the lane. [Comment] Do not support. Little gain for cost. Inhibits traffic flow by removing the ability for vehicles and cycles to turn left concurrently with straight ahead or right turning traffic. A better option would be to install a specific left turning lane where space permits. 3. Widen the existing pedestrian refuge islands and add zebra pedestrian and cycle crossings on Colombo Street and Centaurus Road to create safer crossing points. [Comment] Do not support. From experience in Picton, pedestrian crossings close to roundabouts are more dangerous for pedestrians and motorists, and increase the risk of injury and collisions. Vehicles approaching the roundabout are focused on other vehicles on or approaching the roundabout from the right and can easily miss pedestrians. Increases risk of vehicles hitting pedestrians and nose-to-tail vehicle accidents from sudden stops when pedestrians walk out. This also inhibits traffic flow on an already very congested roundabout. In Picton, vehicles stopped on the roundabout for pedestrians using the crossing block it for other traffic and increase the risk of accident. It would be better to move the pedestrian crossings 100 m or more back from the roundabout. Or install traffic lights instead of a roundabout. 4. 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. [Comment] Do not support. Unnecessarily inhibits traffic flow by removing the ability for left turning vehicles to pass through in parallel with straight ahead or right turning traffic. 5. Build out the kerb on Dyers Pass and Cashmere Road to slow vehicles turning left into Cashmere Road. [Comment] Do not support. Unnecessarily inhibits traffic flow by removing the ability for left turning vehicles to pass through in parallel with straight ahead or right turning traffic. 6. Add a concrete lip around the centre of the roundabout to reduce the speed of people travelling in the roundabout.	Mathew Clark

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		<p>[Comment] Do not support. This is not a 'fast' roundabout. Unnecessary spend of taxpayer dollars. Further inhibits traffic flow and increases congestion and motorist frustration.</p> <p>7. Install a new pedestrian refuge island on Remuera Avenue at the intersection of Colombo Street, making it safer to cross here.</p> <p>[Comment] Support this. This is where the pedestrian crossing could be located rather than at the roundabout.</p> <p>New bus stops.</p> <p>8. In the current parking bay outside 5 Centaurus Road.</p> <p>[Comment] Do not agree. Unnecessary spending of ratepayers funding. 275m is not far to walk. Just build a shelter at the current stop. Unnecessary reduction of carparks is unfair on residents living adjacent.</p> <p>9. Opposite 7 Centaurus Road. At this location the bus will stop in lane.</p> <p>[Comment] Disagree. Bus needs to pull off the traffic lane for any stop so as not to inhibit traffic flow. This is a busy commuter route. Funding should be applied to making it easier for commuters and road users, not more difficult. There is already an existing stop 100m or less to the east on Centaurus Road. What is the rationale to put in an extra one in?</p> <p>[General Comments]</p> <p>This is a congested roundabout, especially at school drop off, pickup and during peak commuting times. Every attempt needs to be made to increase the smooth flow of traffic and reduce congestion, not to impede it. Perhaps traffic lights, with turning lanes could be considered as an alternative? If the traffic modelling supported this. The lights at the corner of Hoon Hay and Cashmere Roads have certainly improved both traffic flow and safety for cyclists and pedestrians.</p>	
48936	Vehicle Cycle	<p>While I agree with some of these changes, I do think there is room for improvement. With the proposed changes, it seems as though a pedestrian using the crossing could prevent cars from exiting the intersection, which as well as disrupting traffic flow could also lead to unexpected braking and potentially more crashes. Also I would like to see a separate left turning lane from Cashmere Rd to Colombo St (similar to what is on the Cashmere Rd/Hoon Hay St intersection but with a longer left turning lane if possible), which might help to decrease the traffic (especially in morning rush hour) and therefore frustration of drivers, potentially meaning that they will take less risky gaps and also use a safer speed through the intersection. On top of this, I also think that there could be an excess of road markings in the proposed plans, which could distract both drivers and pedestrians alike, so I think that it is important to decide whether all of the markings are necessary (one potential solution is to have some signposts further back saying caution cyclists merging, and then remove some of the cycle paintings from the road, not sure if this would work or not) Finally I think it would be great if there could be some more alternative routes, such as allowing vehicles to enter Thornington Rd from Cashmere Rd - I imagine this would be a great alternative and be viable even with appropriate safety measures such as a speed limit of 30kph and speed bumps, and in fact could remove the necessity for a left turning lane out of Cashmere Road. This would help decrease the number of vehicles actually trying to use the intersection and fewer vehicles almost always results in fewer crashes. Another option to look at could be to try and reroute some of the traffic from Dyers pass through Hackthorne Rd, possibly by adding in the likes of a flush median for drivers to turn right into Fairview St.</p> <p>In summary, the four points I am concerned about are:</p> <ul style="list-style-type: none"> Pedestrian crossings causing cars to get stuck in the roundabout The lack of left turning lane from Cashmere Rd to Colombo St The excessive road markings, which could cause distractions and decrease driver/pedestrian awareness And the lack of alternative routes (easily fixed by allowing entry to Thornington Road) forcing drivers to use the roundabout 	Reuben Clarkson
48937	Vehicle	<p>The council proposal is a CRAZY idea! You should try driving through that area at peak time (or other times - today at 12.30pm I was in a line of about 15 cars coming from Cashmere). Pedestrian crossings should be removed completely from near the intersection and put at least 50 metres down the road where they are not interfering with the flow of traffic.</p> <p>I've never seen anyone driving up safely through there - everyone slows down as they have to because of the volume of traffic. Put the cycle lane at the edge of the footpath rather than on the road.</p>	Pam Webber
48938	Cycle	Looks great. Happy to see some cycling improvements.	Jesse Northcoat
48939	Vehicle Walk	<p>It would be very dangerous and cause severe frustration for motorists to put pedestrian crossing coming out of a round about. I can't see how that would be safe for any road user or pedestrian.</p> <p>Would traffic lights not do the trick? Perhaps a giveaway left turn from Colombo onto Centaurus as well with a pedestrian crossing so those that are turning left don't just cut down the street before it.</p> <p>Love that you want to make this intersection safer as it's not great as it is. But making even more congestion there is just going to cause drivers to get more frustrated and that can't be great for mental health!</p>	Victoria Berryman
48940	Vehicle Bus Cycle Walk	<p>I have lived in this area for nearly 20 years now, currently on Hackthorne Road near Cashmere Primary Te Pae Kereru. I bike down the hill through this intersection several times per week, drive through it most days, and walk across it frequently with the dog.</p> <p>I think this intersection needs traffic lights more than anything else.</p> <p>In my opinion the main current problems with this intersection are congestion and unequal traffic flow. These issues would not be improved by the proposed changes, in fact I feel</p>	Kate Carter

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		<p>the addition of pedestrian crossings so close to two of the exits will only add complication and congestion to an already difficult intersection.</p> <p>Currently in the morning, and after school, there is hardly any traffic coming up the hill from Colombo St, but Centaurus/Cashmere have lots of traffic, resulting in a queue of cars extending up Dyers Pass Road sometimes as far as Cracroft Terrace or Overdale Drive. Drivers waiting and waiting for a space in the traffic leap onto the roundabout (trusting their luck a bit) when there's a gap; if they're turning right onto Centaurus, then the turn is a bit awkward too because of the slope in the road. The proposed changes do nothing to alleviate this - they will not stop impatient drivers from still leaping onto the roundabout and trusting their luck. If the roundabout footprint is bigger as proposed (to "slow drivers down") I fear that it will just get driven on. And I can't help but think that giant pedestrian crossings so close to the exits will just add to the difficulties of drivers trying to nip through the roundabout when given a rare chance. So many high school kids dribble across the road there in the morning and afternoon; giving way to them every time will surely result in cars stranded in the middle of the roundabout.</p> <p>Traffic lights, however, would help this congestion and unequal traffic flow problem! Case in point - the Sparks Rd/Lyttleton St roundabout which was replaced with traffic lights a few years ago. It used to be terrible to drive up Lyttleton St at busy times of day because it was so congested, and now it is lovely and stress-free.</p> <p>Regarding cyclists - it is a tricky intersection to negotiate as a cyclist, most of the risk I think arises from congestion and the resultant risky driver behaviour. Notably - cyclists coming up on the right side of cars waiting in a queue - drivers tend to be unaware/don't look out for this so they run the risk of hitting them while they're busy looking anxiously to their right for space to move into the roundabout. I have as a cyclist been on the wrong end of this and as a driver I have caught myself out not noticing a cyclist on my right. While the raised shared platforms proposed would be helpful and safer, it will be a pain if a cyclist is expected to only move through the roundabout that way - e.g would a cyclist travelling west along Centaurus road be expected to cross over the platforms, then somehow get back onto the left side of Cashmere Road to continue westward? If so, that's just a big nuisance and I'm sure many high school students travelling to school this way won't bother with the platforms and will just go straight through as they always have done. Traffic lights, on the other hand, would help as they will a)reduce congestion and b)allow drivers to focus on all sides of their car, not just be frantically looking rightwards for their moment to move.</p> <p>So - keep it simple! Please Just Add Lights!</p>	
48941	Vehicle	<p>I DO NOT WANT the raised road platforms proposed. The one at Lincoln road is a joke and does nothing for traffic safety or flow. What a waste of money.</p> <p>These raised platforms and road humps are responsible for needing to replace shock absorbers on my vehicles more frequently. They also put extra wear and tear on the structure of the vehicle and can cause structural and mechanical faults at a later date.</p> <p>The science behind this proposal is untested and has no empirical evidence to prove that it is effective.</p> <p>I don't want my rates spent on projects that cannot overwhelmingly prove beneficial to ratepayers.</p> <p>Cyclists hitting this platform at the bottom of Dyers pass risk being catapulted into the path of traffic by the sudden change in road level. You conveniently don't show the Dyers Pass platform on your 3D views.</p> <p>This proposal is not the solution. Find another way, widen the junction so that more traffic can flow, put in bus pull ins.</p> <p>I travel through this junction twice a day and the congestion is bad enough already. The level of fumes around this locale will increase due to the reduction in traffic movement.</p> <p>DO NOT put these stupid raised platforms in. Don't waste my money.</p>	Stephen Palfrey
48942	Vehicle Bus Walk	<p>Given that the bulk of traffic in the morning and evening is from the Barrington Street direction which can back up to almost the bottom of Hackthorne Road (in the morning anyway) that two lanes are required at the roundabout. With one turning left into Colombo Street. This would speed the traffic flow and ease congestion. I agree that pedestrians and cyclists need more attention as it is a very dangerous intersection to cross.</p> <p>From memory the NZTA granted the CCC (before the earthquakes) \$340000 for improvements to this intersection but it never went ahead. There is a large section of vacant (abandoned) land at the this point, some of which should be taken to enable these improvements.</p> <p>Regarding bus stops, the one outside 24 Cashmere Road should be deleted. It is only just over 100m from the Barrington stop.</p> <p>Seeing we are looking at safety for pedestrians and students at the various schools in the area. The locals have been calling out for a safe pedestrian crossing in Cashmere Road between Colombo Street and Barrington Street. This was agreed by the CCC just before the earthquakes but has been forgotten. This is desperately needed now also with one near Crichton Tce. Cashmere High School students alighting from the Oribiter have to get a very busy road with absolutely no protection.</p>	Michael Ball
48943	Vehicle	<p>The main problem with this intersection is the amount of traffic heading off Dyer's Pass in the mornings. It's incredibly backlogged between 7 and 9.30am. The roundabout is not encouraging a flow of traffic because so many vehicles also approach this intersection from Centureus Drive direction. The only way to solve this would be to put traffic lights in, adding pedestrian crossing to the already congested system will cause accidents.</p>	Maria Lee
48944	Vehicle	<p>I think pedestrian crossings immediately upon leaving a roundabout are a traffic hazard...surely if vehicles are needing to stop for pedestrians so close to the roundabout, then the traffic behind the stopped vehicles will be stopped whilst on the roundabout, causing delays to all.</p>	Jessie Christieson
48945	Vehicle	<p>This proposal is only going to slow traffic down more and mean more congestion. At peak hours the back up on dyers road and Colombo st is really long. Traffic lights need to be added to allow for pedestrian and cylce crossings along with traffic. Crazy putting a pedestrian crossing jist after a round about as it will make vehicles stop on the roundabout. I really don't think that the proposed design will do anything to stop accidents. Long waits to get the the roundabout just puts pressure on people to take risks.</p>	Diane Pizzato

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		So either leave it as it is, and use the money to fix the absolute joke of a pothole bouncy road to Diamond Harbour. Or put in traffic lights.	
48946	Vehicle Bus Cycle Walk	This intersection needs traffic lights! I don't think speed is exactly the issue, but rather that the flow of traffic is very uneven at busy times. This forces drivers on the less trafficked roads to 'zip' into gaps that are smaller than ideal on entry into the roundabout as this is often the only way to get in against the flow of traffic. In my opinion, this is probably the main contributor to accidents at the roundabout. Changing the width of lanes, etc. is not going to resolve the issue and will most likely add to the congestion which causes most of the problems.	Marjie McLarin
48947	Vehicle Cycle	I think it's a good plan. Theres a lot of bikes travelling through there and up colombo st. In the morning when using the car i'm always seeing school kids looking for a safe way to cross - generally heading towards cashmere high.	Luke Morreau
48949	Vehicle	I traverse this intersection multiple times daily, and use all four feeder roads. All of the near misses I have witnessed have been due to drivers and cyclists either not slowing down enough, playing follow the leader without looking around or trying to go around traffic stopped in middle of the roundabout during peak times. The roundabout at the Cashmere/Barrington intersection causes traffic to back up to this intersection and all the way back along Centaurus Road almost to the Centaurus shops in the mornings, and the lights outside Thorrington school also backs up traffic up to the roundabout. Adding the raised platforms and narrowing the existing roads is going to make the backed up traffic even worse and cause drivers to take more risks due to frustration. The raised sections proposed on Dyers Pass Road are going to make that part of the hill steeper than it already is, which will cause truck drivers to want to drive faster going up so that they can get over the bump without stalling their vehicles and rolling back into traffic. This makes it more dangerous, not less for pedestrians and cyclists. There is also the issue of the drainage issues at the Centaurus Road section of the roundabout. Whenever there is heavy rain there is a huge volume of water that pours into Centaurus Road from Dyers Pass Road, Merlewood Avenue and St Vincent Terrace. With the proposed raised pedestrian crossing that water is going to be trapped and I expect will cause massive flooding in the intersection instead of a stream of water across the road. Currently on Dyers Pass Road where the safety improvements are happening there are smart lights in place - they would work brilliantly at this intersection to slow the traffic down during peak times, and adding controlled crossing places for pedestrians would also make it safer.	Diane Hayes
48950	Vehicle Cycle Walk	I think the proposal to do something is great as the current infrastructure is terribly dangerous for all users. The traffic coming down Dyers Pass Road entering the roundabout from the south in the morning (8:00am - 9:15am) and along Centaurus Road (entering the roundabout from the East) in the morning is horrific and causes major build up, delays and dangerous driving which needs to be addressed. The roundabout itself is too small to create enough space / time for traffic to take opportunities to pass through safely without being collected by the next car coming through. This causes users to take risky opportunities to pass through that would otherwise not be taken due to the close proximity and space of other vehicles. They have no choice but to take these with pace only to be met by the rear of another car due to the build up of traffic on the other side due to traffic lights on Colombo Street (Thorrington School lights). Making the roundabout bigger via a fringe will not help in anyway as while it may make users slower to pass through, it will only heavily congest traffic even longer and make drivers more frustrated causing them to take even greater risks. Reality. I feel the only safe alternative to this solution is Traffic lights to allow all vehicles safe entry and exit onto these extremely high volume roadways with significant pedestrian and cycle use.	Nick Bell
48951	Vehicle Walk	Put in traffic lights. This is an extremely dangerous and busy intersection with 3 schools close by and a ton of cyclists. Putting in a raised pedestrian crossing will only clog the intersection further leading to nose to tail accidents. We've had "controlled" temporary measures at this intersection during earthquake repairs and traffic flowed so much quicker and safer. Please put in traffic lights.	Frances Barnham
48953	Vehicle Cycle Walk	People are terrible at this roundabout st giving way. At peak time the congestion is terrible. Slowing down and narrowing is not going to help. Needs to have lights to regulate. It's the safest option to allow everyone to have their turn to cross.	Liz Agnew
48954	Vehicle Cycle	Please do not change this intersection. Please spend the money somewhere else. If it aint broken don't fix it. And PLEASE PLEASE do NOT install traffic lights. Your proposed pedestrian crossing at the roundabout is extremely dangerous, will impede traffic flow and is simply not needed. Narrowing the entrance to the intersection will mean that now only one lane can enter the roundabout at a time. As it is now the left turn can be made safely and quickly while other cars are waiting to go straight or turn right. Please keep your sticky fingers away from this project.	David Mason
48955	Vehicle	I have been driving through this intersection 5 days a week for the past 10 years so have experienced lots of different problems. People not indicating is one I see often and do believe that is an issue. Its appears at times all a bit chaotic with buses, cars, motorcyces, cycles and pedestrians all meeting together, motorcycles zooming up the inside and weaving between cars, buses on the inside, there is lots to lookout for. My main comment is having a zebra crossings so close to the intersection. I think following the road rules and patience would go a long way at this intersection.	Michelle Lough
48957	Vehicle	Yes. Why oh why can't these be lights? Every single day I drive through this roundabout I see near misses. It's been an ongoing issue for years now with cars banked up on dyers pass road waiting for their turn to get down Colombo st. Surely, lights would mean everyone can get across safely and less issue with built up frustrations and people making silly decisions!	Katie Allan

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ID	Travel mode	Do you have any comments on what is proposed at this intersection?	Full name
48958	Walk	I would like to suggest that the speed bumps on dyers pass road be used as pedestrian crossings. for children heading down dyers pass road there is access to a pedestrian crossing for children and families walking down the hill on the right side of dyers pass road to get to thorington Primary. but if you are on the left side of the road there is no safe area to cross over dyers pass road or cashmere road to get to the primary school.	Michael Smith
48960	Vehicle Cycle Walk	I think that these are good ideas and are necessary to improve the safety for all users. My concern lies in the fact that I am a (very) local resident and that if these long-term works are carried out at night time (as they frequently are), it will seriously and detrimentally impact mine and my family's quality of life, as well as I'm sure that of other local residents. I would urge the council to carry out the works during the daytime.	Ellie Roach
48961	Vehicle Cycle	<p>Plan looks like a great improvement! Big fan of speed limit reduction to 30 km/h, and the raised table crossings on all legs of the intersection. Very cool to see provision for safe cycle navigation across Centaurus and Colombo (would be great for similar on Dyers and Cashmere, shared paths on all corners).</p> <p>As it is, I'm a bit confused about routing for cyclists on Cashmere Rd heading toward the shops to safely exit the roadway: I guess they're supposed to take the lane until the raised platform on Cashmere, and directly turn right onto the cycle crossing? I wonder if that will work safely if a cyclist doesn't fully take the lane - so cars creep up - then the cyclist turns right at the crossing... conflict! Might help to have a curb cut so these cyclists can mount the footpath (or better: shared path) before crossing? The magenta line in the attachment (Cycle routes.PNG) illustrates this idea.</p> <p>Great to narrow the road width on approaches. As it is on Colombo, cars creep up to turn left onto Centaurus, with limited visibility of traffic exiting the roundabout. That's dangerous for car collisions and especially cyclists. I wonder if the proposed design goes far enough though - the curb build-outs on Centaurus/Dyers Pass, and Colombo/Centaurus could be extended to reduce the corner radius and slow traffic further while preventing cars creeping up and forming informal slip lanes. The Cashmere-Colombo corner has to accommodate left-turning busses from the #1 route, so would need a larger radius, but maybe it could be tightened as well to discourage high-speed driving as much as possible? Great to see more pedestrian priority on Colombo and Centaurus, could be good to add zebras to the other two crossings as well?</p> <p>One of the best parts of the proposed design is removing the slip lane for cars turning left onto Cashmere from Dyers Pass. As it is, left-turning cars have no visibility of oncoming traffic exiting the roundabout, as the traffic to their right is elevated and forward of the slip lane give-way. Because of this, there's no advantage to left-turning traffic in having the slip lane - unless they take big risks and drive through with limited visibility. I've had a near-miss here when driving for this reason, lucky the other car stopped! Remove the slip lane! Also please take care to design the mountable corner-cut carefully (or remove it entirely - there's no bus routes turning left from Dyers Pass so not sure why it's needed except for the occasional goods truck or campervan, which could use other routes), so it's not used as an informal slip lane! Some kind of very-rough-textured surface (like decent-size concrete ridges) to discourage routine driving might help? I think removing the slip lane will be particularly important given the new pedestrian crossing of Cashmere Rd, you don't want higher-speed traffic with their heads turned right trying to see traffic turning left onto the pedestrian crossing. That would be a recipe for collisions with vulnerable road users!</p> <p>I think moving the bus stops on Centaurus closer to the shops is a great idea, as it makes them more accessible, they're an activity hub so the stops will get more patronage, and it makes the transfer between the Orbiter and the North-bound #1 much more feasible. It would be great to also move the South-bound Colombo bus stop closer to the shops too, since it's current position puts it 250m walking-distance away for transferring to the proposed East-bound Orbiter stop - which is pretty far for a transfer! However this is already much better than the current 500m walk to transfer with the current Orbiter East-bound stop outside 33 Centaurus. To improve further, I think the South-bound Colombo bus lane should be extended as far as possible toward the Colombo shops - as this area is often packed with traffic, limiting the bus speed and reliability on one of our most frequent routes. Having a bus-stop at the end of this extended bus lane - e.g. outside 4 and 8 (or 14-18 if some parking was retained) Colombo St - would allow for even easier transfers and much better bus priority. Easy transfers to and from the Orbiter are a key usability requirement of our radial frequent bus network for indirect journeys, as they make multi-seat trips feasible, which improves network efficiency with less need for slow, torturous single-seat bus routes. As it is though, all the more important to make the Remuera Ave pedestrian crossing as safe as possible, so I support the proposed changes there, however there's some further improvements I think could be made...</p> <p>It might be good to put a no-right-turn restriction on Remuera to Colombo, as there's often traffic backed up from the roundabout and those turning right from Remuera can't see traffic coming from the left, so they edge into the roadway, blocking the southbound car and cycle lanes. Similarly, traffic turning right from Colombo to Remuera may not see cyclists behind the queued car traffic, and turn across them. I think extending the pedestrian refuge/island on Colombo so it obstructs right-hand-turns from and to Remuera Ave would help improve safety here.</p> <p>Another bus-priority improvement (and cycle-safety) that could be made here is to add West-bound bus lanes to Cashmere Rd. This stretch of road is shared by two of the city's frequent bus routes (Orbiter and #1) and their efficient movement along this travel corridor should have priority over the free storage of private vehicles, which is the current use. It's also a hair-raising journey on a bike if I'm going to Hackthorne Rd or further West toward the Christchurch Adventure Park to go biking, as this stretch doesn't have any cycle-protection, despite being wide enough for it. Instead you're in the door-zone, not fun! A full-time shared bus/cycle lane here, similar to that seen East-bound, would be ideal. These carparks should be easily justified to be re-allocated to a bus/bike lane, as they are not directly outside any of the local businesses (such as those on Colombo). They are functionally equivalent to off-street parking, except for the residents of 2 Dyers Pass Rd who can currently store their private property in what would otherwise be a transit corridor, for free, instead of parking their cars on their own property (either in the Cashmere Rd garages, or in most cases, their alternative driveways on Dyers Pass Rd). The only commercial advantage these carparks provide is some parking for customers of the Cashmere Fish Supply, which doesn't have off-street parking on premises. One could argue that that business should provide off-street carparking if it's necessary for their business activities, but it's a local chippie so that's not necessarily realistic, and they offer a reasonable community benefit in being there. So, if necessary, one or two 5-10 minute carparks could be left directly opposite this business before the West-bound bus lane begins. I've attached an illustration (Bus and parking.PNG) showing this idea, with the yellow highlights showing the additional/extended bus lanes.</p>	Cameron Matthews

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ID	Travel mode	Do you have any comments on what is proposed at this intersection?	Full name
		<p>All proposed and existing bus lanes within the work area should have their hours of operation extended to match the 'all-day' frequent service period of the Core bus routes, which is currently 7am-7pm, but will soon be 7am-11pm on all Core routes (including the #1 and Orbiter) according to the Canterbury Regional Public Transport Plan 2018-2028. Peak-only bus lanes which are otherwise carparking mean drivers get used to treating bus lanes as carparking, and ignore the currently very short operational 2hr window, obstructing the busses during peaks the same way they would as if the bus lane weren't there at all. Reactive enforcement is too slow to recover the benefit lost when these cars obstruct the lanes. Outside of peaks, these are still major transit routes all-day. People should not have priority to store their private vehicles in them over the fast and efficient movement of people. This extension to the bus lane operational hours should in-particular apply to congested nodes such at this intersection, without necessarily having to change the hours for the rest of the lane extents right now.</p> <p>In summary, looks good, but could be even better! Also, thanks for all the good info on the consultation page, nice to see all that background context work to inform the work here.</p>	
48963	Vehicle Cycle Walk	<p>Appalling design. A complete waste of money No thought given to effects of longer tailbacks No safer for pedestrians. Much worse for cyclists. Needs traffic lights If you are serious about making it safer. Leave it alone.</p>	Jim Cox
48964	Vehicle	<p>The crossings are ridiculous.. way to clog the round about up even more... unless you drive this round about for a winter coming down from cashmere to the round about... you will then have an idea of how dangerous it is to sit on a corner on ice in your car while you slide around for a good 10mins waiting to get through the round about... my suggestions is put in speed signs of 20km, this will stop people speeding through it and making people nervous to merge.</p> <p>Cheers</p>	Kate Carran
48966	Vehicle Walk	<p>I live a [REDACTED] I'm very happy with the proposed plan but just want to make sure we can turn right into my driveway without the pedestrian refuge island impacting our ability to do so. Thank you.</p>	Amika Wellesley
48968	Vehicle	<p>The lane heading south on Columbo should be two lanes, one forward and one left. The reason for this is to try to stop cars driving (racing) down Remuera Ave to avoid the queue of traffic. This becomes extremely dangerous when children are walking down Remuera Ave to be picked up after school. At school pick-up time, cars are parked on both sides of the road, racing cars and a lot of children is not a good mix.</p>	Glen Porter
48969	Vehicle Cycle Walk Other: Pushing pram / walking with child / running	<p>I fully support all the change to the intersection but wonder if they go far enough. This has long been a dangerous intersection with me, particularly when pushing an infant in a stroller or going for a run. There is currently no safe crossing across Dyers, and the one from Dyers to where the Fish and Chip shop is on the other side of Centaurus is really dangerous as people coming down the hill fast turn left (and visibility around the corner is poor). I dash across the other two roads, but am worried it is an accident waiting to happen. Therefore, I fully support having safe pedestrian crossings on all four roads. I do wonder if there is sufficient traffic volume / danger to justify traffic lights? Although the proposed crossings would make it much safer, there is still a chance drivers would not stop, particularly when exiting the roundabout.</p>	Sylvia Maclaren
48970	Vehicle Cycle	<p>Fully support. No complaints.</p>	Stephan Lloyd
48971	Cycle Other: Running	<p>I totally agree with all the measures you propose, including the reduction of car parking to improve sight lines. This is a really unpleasant intersection to negotiate on foot. Running through (obviously when safe to do so) is easier than walking- which feels very vulnerable if drivers are looking left and, if not indicating when turning. When on a bike I have tended to take the lane so not to get squeezed, so thank you for the proposed sparrows which signals that people on bikes have a right to be using this road along with vehicular users</p>	Meg Christie
48972	Bus Cycle	<p>Hi, Thanks for attempting to make the roundabout safer. While I genuinely think it needs a refresh, the proposed designs above add so much visual clutter i.e. triangles to alert drivers to the raised platform, zebra strips, green, red, white, and blue colours, cyclist signs (sharing roads), other road signs, and more it makes this area even busier and less safe. All of this is in addition to commercial signage and other day-to-day life activity in this area. I have driven over the new Addington intersection, and it is all very distracting. In a tight space like this roundabout, one will pay now even less attention to us cyclists. It would be better to divert us along the sides as proposed on the pub corner. There is an overall move away from traffic clutter and distraction in Europe. It appears we go back in time to the 80's and 90's with a myriad of confusing signage. While traffic safety</p>	Florian Risse

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ID	Travel mode	Do you have any comments on what is proposed at this intersection?	Full name
		in NZ can be a result of poor infrastructure, it's in many instances more a result of poor driver training, and parents with poor to average training of their own are allowed to teach their children. This needs to be addressed at a different level of government. Kind regards	
48973	Vehicle	Would'nt traffic lights be best long term solution?	Ric Holder
48974	Vehicle	Building out the kerb between Dyers pass road and Casemere road will make it very difficult for a large vehicle, truck or car towing a trailer to make this turn. The corner is off camber and sharp.	ian Luxford
48975	Vehicle Cycle Walk	I think that having these raised platforms with pedestrian crossings where vehicles have to stop is going to cause more congestion and traffic than there already is - which in turn can cause frustrated drivers who don't pay attention. I think having the bumps in the road to help slow people down would be good, but not the pedestrian crossings. Further up Colombo st would perhaps be better for this. Or having pedestrian alerted lights to help them cross is another option.	Rhiannon Curtin
48976	Vehicle Cycle	I think the proposed plans will make the intersection safer for cyclists and pedestrians. Optimal would be to completely add a cycleway, as these are super super great for ensuring cyclists safety, however space is likely the issue there. I think the upgrades are much needed.	Kelly Scammell
48977	Vehicle Bus Walk	Will the existing on-demand traffic lights outside Thorrington School remain? If so, there will be considerable congestion when those lights are green allowing flow, but pedestrians/cyclists are using the new pedestrian/cycle crossings at the roundabout and causing vehicles to stop. Is it time to re-think and have traffic lights and a Barnes-crossing at this intersection (ie, all vehicles stop and pedestrians/cyclists have a safe crossing, then vehicles take turns)? Vehicles already use Remuera Avenue as a "rat-run" and this will increase traffic past the children's playground.	Enid Ellis
48978		We have received notification of proposed changes to intersection. I live [REDACTED] and our right of way opens on to Centaurus Rd approx 50 metres from Dyers Pass roundabout. The entrance to Saint Vincent Terrace is so acute that it is not possible to turn into it if travelling west along Centaurus road. It is necessary to go around roundabout and approach entrance from the west. Due to the heavy traffic we then have to wait for a gap before crossing a yellow line to access the right of way. This causes a back up of traffic until it is possible to access the lane and is possibly illegal as we have to cross a solid yellow line. Taxis using GPS don't know how to access lane as their navigation systems won't allow them to cross yellow line illegally. With the proposed changes and a new bus stop the congestion and safety can only be worsened. There are 11 households on Saint Vincent terrace and we are currently resurfacing the upper lane. We have looked at options to widen the entrance so it is possible to access lane from both directions. Contractors have told us that lane re-alignment wouldn't be too difficult and we are keen to look at this option. We appreciate that we are liable for costs for work on St Vincent Terrace as it is a private ROW but we would like the council to consider helping re-align entrance to our lane. This would involve work to kerbing and the stone retaining wall below our lane is in poor repair and needs replacing. I believe this would be an improvement to traffic management and safety and would be grateful if you can consider this as part of Dyers roundabout improvements.	Rod Kirkwood
48979	Vehicle	I regularly travel from Dyers Pass Road through to Colombo Street at peak traffic times. I'm concerned that at these times in particular, drivers have to make quick decisions to move through the roundabout - they are so focussed on the traffic that to suddenly come across a pedestrian crossing so close to the roundabout is I believe potentially unsafe.	Tracey Ower
48980	Vehicle	There is little enough car parking in the vicinity. It has traditionally been a significant commercial area serving the neighbourhood and the wider community. There has been a relatively low incidence of serious accidents. There is no need to waste further ratepayers' money on unnecessary works especially when there are pressing needs elsewhere in the city.	Anthony McGowan
48981	Vehicle	I think it's fantastic!	Bridget Gilchrist
48982	Vehicle Bus Cycle	I'm relieved and pleased to see improvements proposed. I've been on the Orbiter bus with a nice driver, who genuinely didn't see a road cyclist who came through the give way very fast. She almost got hit by the bus, and it was very scary for everyone involved. As a cyclist as well, I could understand the rider too, but all in all the redesign of the intersection will help significantly reduce risks for all.	Nicola Hely
48983	Vehicle	Firstly: You state "The raised platforms will help to slow traffic" The traffic is already too slow here and if it's anything like the new intersection at Barrington and Lincoln road it's going to create more of a bottleneck backup on Centaurus Road as now it backs up to the Centaurus Road shops. Secondly: The reduction of a left turning lane will create even more of a bottleneck for vehicles. This is a backward step for existing traffic flow.	Ralph Roden
48984	Vehicle Walk	Its ok as it is	Terry Powers
48986	Vehicle	If I read the changes correctly it will slow traffic considerably and cause long queues and delays of traffic moving into the intersection. This can already be an issue at different times of the day and will cause much frustration and traffic jams in all directions. Widening the road and having turning lanes, rather than narrowing, would make more sense. You may be trying to get people to use busses but the journey I make would take 1 and a half to 2 hours by bus instead of 20 minutes by car	Yanny Webb-Walker

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ID	Travel mode	Do you have any comments on what is proposed at this intersection?	Full name
48987	Vehicle Walk	Supportive of this proposal being a teacher at Te Kura O Huriawa Thorrington and that students use the bus.	Kristika Burrige
48988	Vehicle Cycle Walk	These changes sound great for pedestrians but they will slow the movement of traffic and it will build up even more. It is slow going through this roundabout and it seems like this will make it slower. I'm worried it will impact the ability for people to turn into Thorrington (especially the donkey track entrance) What considerations have been made about the flow of traffic??	Shannon Yorke
48990	Vehicle Cycle	Why can't you just put traffic lights? I hate the intersection, when I cycle to work I go out of my way to avoid, cars ignore cycle lanes, that won't solve the issue	Sara Griffin
48991	Vehicle	Putting the crossing as shown in image is ridiculous, very dangerous for cars and also will cause back log at times at round about. I use this round about alot. No issues apart from cyclists flying down dyers pass road and going straight threw round about.	Anna Pettersen
48992	Vehicle Cycle	Loads of people cycle through there, real busy intersections, would be good to see some improvements.	Aric Thorn
48994	Vehicle Cycle Walk	The Colombo st pedestrian crossing is too close to the roundabout so if a car is coming off the roundabout and has to stop for a pedestrian it would block the roundabout for other users. Also major safety issue for walkers and cyclists coming off dyers road turning left onto cashmere road.there is no sidewalk or crossing for those users in that direction. This intersection is very busy at peak times with school and work traffic often the traffic is backed up dyers road and Centaurus and cashmere road. Reducing the flow of the roundabout could lead to increased congestion	Hayley Johnson
48995	Vehicle Bus Cycle Walk	I think that work is definitely needed to improve this intersection, but I do not support this particular proposal. My main concerns are as follows: 1) That it may make using the roundabout more difficult/stressful/dangerous for vehicles, and more dangerous for pedestrians using the new crossings. The proposed pedestrian crossings appear to be too close to the roundabout exit. I am concerned that when this roundabout becomes busy, vehicles need to accelerate quickly into small gaps to enter the roundabout, and may not have time to respond for pedestrians on the new crossings so close to the roundabout exits. I am also concerned that cars stopping for the crossings (which will be busy during school drop off and pickup) will queue back and block the roundabout. 2) It may be wasted money/disruption that could better be invested in a more comprehensive solution which as well as addressing safety, also addresses the traffic jams on Dyers Pass Rd in the morning and Centaurus Rd in the afternoon. There is little traffic going up the hill in the morning, so traffic going down the hill is blocked by the right of way of the constant stream of vehicles approaching from the east on Centaurus Rd. And then this situation is reversed in the afternoon, with dominant uphill/westbound traffic blocking Centaurus Rd. It might or might not be reflected in crash statistics, but this roundabout is the most stressful part of my morning driving/cycling route to the city, and feels like the most dangerous, as it is usually necessary to quickly jump into small gaps to make it into the roundabout. And because there is only one road down off Cashmere hill, it is not possible to choose an alternative route (except for those who jump the traffic jam by detouring down Merlewood Ave, which will presumably become more common if the proposed changes worsen the morning traffic jam on Dyers Pass Rd. Given the volume of traffic at this intersection, and the imbalances in the volume approaching from each direction at peak times, I would have expected traffic lights would be a more suitable solution? This could address safety as well as reducing the traffic jamming and the general stress of using this intersection. I imagine that there may be a traffic theory that says that traffic lights increase travel times compared to roundabouts - however I would be happy to accept a slight increase in travel time to reduce the stress of using this roundabout. I would also note that the traffic lights installed at the Hoon Hay / Cashmere Rd intersection seem to have done a good job of solving a similar problem that used to exist in that area - the constant stream of traffic on Cashmere Rd making it hard to right into Hoon Hay Rd, or for pedestrians to cross Cashmere Rd. Again, this might or might not have showed up in the crash statistics, but this was a great source of stress when driving / cycling / walking. If the traffic light option has already been considered but ruled out, could you please provide more information about this on the website, so we can provide feedback on that assessment as well. Thanks, Mike	Mike Jacka
48996	Vehicle Bus Cycle Walk	Hi. Currently traffics heading South on Colombo, gets frequently backed up but there is enough space for a left turning vehicle to fit alongside the vehicles going straight up Dyers or right. By narrowing this lane it will back up traffic event further and put more on the doorstep of Thorrington School. This will not improve safety. Having a bus that stops as frequently as the Orbiter on Centaurus in lane will cause significant additional delays to traffic and will turn Remuera Ave into a rat run for any traffic heading east. This street is used heavily by school students. I bike through this intersection as much as I drive and have children at Cashmere, so appreciate the need for it to be safe, but vehicles are already forced to approach slowly because of these queues. Making them longer and frustrating drivers further is only going to force them to make further risky decisions about when to enter the roundabout.	Michael Parkin

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ID	Travel mode	Do you have any comments on what is proposed at this intersection?	Full name
		I am opposed to the current design and hope it is reconsidered following the community feedback. Thanks.	
48997	Vehicle Cycle Walk	Disagree completely with proposed changes. This often congested intersection needs traffic lights and proper cycle lanes. Proposed fiddling with the roundabout will be an expensive waste of time and only make the intersection more congested with major traffic tailbacks on all roads. Peak hour bus lanes/shared cycle lanes should be extended to the intersection on Colombo St heading south and in both directions approaching on Centaurus Rd/Cashmere Rd. Bike lane should be provided approaching down the hill from Dyers Pass Rd. Current roundabout is dangerous and causes congestion. Proposal does nothing to improve most of the problems with this intersection.	Latham Berry
48999	Vehicle	I think traffic lights would work way better than proposed plan.	Kate Flavelle
49000	Vehicle Walk	Please ensure the zebra crossings are raised which assists blind low vision users maintain their line plus slows vehicle speed. If this is already planned, please add in the description for clarity.	Kat Crane
49002	Vehicle	It's bullshit, more congestion. Get ***** traffic lights you stupid Ning nongs. Waste of ***** money.	Jasmine Moody
49003	Vehicle	The proposal will increase congestion, particularly on peak traffic times and increase already busy roads.	Shaymus Watson
49001	Vehicle Bus Walk	Oh dear, where do I start with this? (1) In my opinion the proposal to include 2 extra pedestrian crossings that close to the roundabout is INSANE . This roundabout is very heavily used throughout the day but especially around school dropoff/collection times and rush-hour periods. If you introduce any extra impediment to traffic flow by way of pedestrian crossings you will end up with the entire roundabout gridlocked with stationary traffic as vehicles pull onto the roundabout but then cannot exit because they have to wait for pedestrians to cross (this is just human nature - having observed driver behaviour at this roundabout over many years, drivers seem largely unable to anticipate and all this proposal will do is greatly increase congestion , driver frustration and risk of collision etc. Please either: (a) Place these crossings much further away from the roundabout itself to allow space for enough vehicles (say 5-6 cars plus one full-sized bus) to exit the roundabout before needing to stop at the pedestrian crossings (next to the bus stops would seem far more sensible than the current frankly idiotic proposal to place them right next to the roundabout); or (b) Get rid of the roundabout entirely and replace it with a junction/traffic light system, which would allow pedestrian crossings to be incorporated on each/every exit if required. To me this would seem to be a much better option given the objectives you're trying to achieve. It would certainly slow traffic flow and create more queues/delays than is the case now, but would be much safer for all concerned. (2) The roundabout is currently cramped enough that buses have trouble negotiating it. It appears that these modifications will make that worse, perhaps to the point where buses have to be re-routed to avoid this junction entirely. Has anyone consulted the bus drivers about this? (3) The left turn from Dyers Pass Road into Cashmere Road (one which I need to do regularly) is currently reasonably tight even for normal cars, and making this turn narrower/sharper will most likely make it unusable. I also note that your pictures show vehicles at rather an odd scale making them look much smaller than they actually are with respect to the available road room - I hope this apparent scaling error has not informed the planning in any way? (4) How do you propose to handle the traffic congestion created by this project? At peak times there are queues of 20+ vehicles on each/every entrance to this roundabout (quite often double that) and the only other exit off the hill is via Hackthorne Road - that junction can also back up considerably at peak times (as a local I've used both of these junctions on a regular basis over many years). Unless you propose to do the work only at night, this project is almost certain to create incredible traffic congestion and delays, with routine gridlock at peak times, around this whole area. So, if you wish to avoid major ratepayer backlash you need to get it done very, very quickly (I suggest a maximum tolerable timescale would be no more than 1 month from start to finish, including any delays). Of course it should go without saying that in order to avoid total gridlock there needs to be no additional significant road works happening anywhere else in the vicinity during this time.	Kevin Ravenhill
49004	Vehicle Walk Other: Running	It needs zebra crossings. Its incredible difficult to cross with kids, esp cashmere road. Cars are constant and fast moving. Long queues along columbo back and forth into the city during rush hour are really annoying.	Andrew Hill
49005	Vehicle	Looks like you are just going to make it hard for bigger vehicles to travel through the intersection, and do nothing to help the flow of peak traffic. How about instead of providing another silly short term solution you look forward in the future and prepare for a bit further down the track. I feel a set of lights at this intersection would help the peak travel time traffic to flow alot easier and take the stress of gap selection out of people's minds, lights would definitely be the safest option for all using the intersection as padestrians could use the crossings too.	Brennan Clarke
49006	Vehicle	Cyclists need to slow down coming down dyers pass, they often don't look and just fly through	Scarlett Buckenham

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ID	Travel mode	Do you have any comments on what is proposed at this intersection?	Full name
49008	Vehicle	This looks like a recipe for disaster. Traffic coming off Cashmere Road going north on Colombo Street will have to look out for oncoming traffic from Dyers Pass Road and then will clog up the roundabout while waiting for people to use the zebra crossing. This will also happen with traffic going from the roundabout down Centaurus Road. Having the pedestrian crossings so close to the exits of an intersection is very dangerous for pedestrians as you will have vehicles exiting the roundabout at speed and then slam on the anchors at the zebra crossing. Is this even compliant with road safety engineering? Why don't you install footbridges that keep pedestrians away from the Traffic. Alternatively I would favour installing traffic lights at this interection. It is becoming chaotic with bus lanes, cycles, school children and cars. I realise that this will be expensive and may require the purchasing of adjoining properties and land but I think it would be worth it in the long run.	Simon Cornelius
49009	Vehicle Cycle Walk	Traffic lights are a safer solution with less room for error, and forces rules being followed. If money is going to be spent on a modification may as well not do a partial fix, and hope people follow the rules. Do it right.	Ray S
49010	Vehicle	I think that this proposal will make traffic congestion far worse at peak times, and more dangerous. The space there isn't big enough to accommodate all this either, plus the road coming down from the hill is steep and not wide and easily seen as in the proposed pictures. I think it needs traffic lights with cycle lights and traffic lit pedestrian crossings. People ready don't use their car indicators correctly half the time, cyclists take risks gliding through the traffic and pedestrians have to hope for a polite driver at peak times. Traffic lights would manage the flow and ease people's stress trying to manage this sometimes very busy intersection.	B Kelly
49011	Vehicle Cycle Walk	The changes look great and safer for pedestrians and cyclists. It definitely isn't safe for them now as visibility is poor and cars travel fast. I notice from the photo that Merlewood Ave will become a one way street which will be much safer for everyone. Have you thought of making it a resident's only street?- as many many cars use it as a shortcut from Dyers Pass rd to get to the roundabout in the morning and they speed!	Teresa Price
49012	Vehicle Cycle	Speed is not the issue at this intersection. You can't traverse the intersection faster than 30km/hr anyway, so there is no point in spending a lot of money installing platforms on all approaches. The issue is that motorists don't see cyclists and therefore don't give way to them. I commute through this intersection on a cycle, but the majority of cyclists using the intersection are probably recreational cyclists that will always want to cycle on-road, not on a shared path. A shared path in this situation may be fine for school children, but not for the vast majority of commuter and recreational cyclists. According to CAS, in the last 10 years there have been 16 crashes involving cyclists at this intersection (10 minor and 6 serious), with the average age of those recorded being 46.5 years old. If you are serious about improving the safety of cyclists and pedestrians, then you must install traffic signals. There is much more chance of a motorist seeing four red traffic lights in front of them than one lone cyclist.	Bill Sissons
49013	Vehicle	This proposal is overly focused on pedestrian and cycle safety but will do nothing to alleviate these hazards for car traffic. As a frequent user, I have had several close calls particularly with cars coming down the hill failing to stop, or stopping too late. I believe this is due to a combination of the acute angle, inattention, poor spatial/braking skills, poor visibility and poor signage for traffic coming from this direction. A gentle hump a few yards further up the hill would assist greatly in minimizing this hazard. -Is historical accident data available? -Does the historical accident data for this roundabout support this? -And was it fully considered for this proposal?	JOHANNES C J VAN OYEN
49014	Bus Cycle Walk	I like it :) I'm a reasonably confident cyclist but this roundabout is scary even for me, and I appreciate any safety improvements!	Mara Fitz
49015	Vehicle Cycle Walk	This is a ridiculous concept. I have lived in this area all my life and use this roundabout daily and this will not work, and will vastly increase the number of collisions. What would be more sensible is, traffic lights or teaching CHCH motorists and cyclists how to use roundabouts properly. Interestingly it's those taking risks at this roundabout who cause the hurt, those same people will cause the collisions with this concept. Dangerous, poorly thought out. I'm amazed this submission got this far.	Lauren Thompson
49016	Vehicle Cycle Walk	Hi, I have lived on the Dyers Pass Road/Kidson Terrace for the last 10 or so years. I commute through this roundabout every day to work and home. As you would know, it is an extremely busy roundabout handling traffic coming over the hill from Governor's Bay and the majority of homes on the hill, as it is the most direct link into town. The proposed changes look over-complicated and will make the intersection absolute chaos. Most accidents on that intersection come from impatient people, as it already backs up in the morning and evening. With the additional give-ways for pedestrians, added traffic will back up through the roundabout coming off Dyers Pass onto Colombo St, blocking the whole roundabout and leading to a massive traffic jam every morning and evening. Additionally, the roads in the proposed plans have all been made narrower; the left turn from Dyers Pass Road to Centaurus Road looks far too tight and impossible to negotiate in a bigger vehicle, which will further slowdown traffic coming down Dyers. Furthermore, the removal of the left-turning lane from Dyers Pass onto Centaurus will slow the cue down	Kane Lacey

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		<p>even more.</p> <p>Also, as a keen cyclist I'm confused by the cycle markings on the proposed plan - Would a cyclist ride up on the footpath past people waiting to cross the road (so they don't have to give way to the pedestrians?) - then back down onto the road and through the roundabout? Seems ridiculous to me, most people that ride along Centaurus Road ride along fairly quickly and will end up knocking someone over on the footpath.</p> <p>I think the best solution to this intersection would be a set of lights and dedicated turning lanes/bike lanes to speed up the flow of traffic rather than hinder it. The proposed plan looks like something that would be suitable for a quiet suburban street, not one of the busiest roundabouts in Christchurch.</p> <p>Thanks, Kane</p>	
49017	Vehicle Cycle	<p>I don't know who would be in favour of this proposed plan. Not much makes me compelled to write a submission, but I have taken the time out of my Saturday to express why I am very opposed to it, and would think I speak for anyone who, like me, drives down the hill this way and doesn't want to add more time to their commute. Additionally, I have safety concerns, particularly about the pedestrian crossings.</p> <p>If you really want a pedestrian crossing on Colombo street, put it further up the road where the island crossing point is, not right after a busy roundabout that people have just spent all their focus navigating and watching out for vehicles that might threaten to pull out, out of turn. People need time to see that someone is waiting at a pedestrian crossing in order to stop in time, whereas the crossing is right when a driver would speed up after getting through the roundabout. Likewise, a pedestrian needs to feel safe that a driver has seen them and is slowing down. Terrible placement of a pedestrian crossing! I can't even believe that others out there would exist like this!? Not only that, but the whole traffic would be backed up onto the roundabout as a driver waits for a pedestrian to cross, and if people have to brake suddenly, there could be crashes, and even the likelihood of these causing the type of crash that took place on Centaurus road this year near Zeroes Cafe, where a car didn't see a car had stopped in front of them and then smashed into it, causing that front car to smash into the pedestrian.</p> <p>I won't even explain why the other pedestrian crossings are cause for disaster -- I'll simply say, they aren't needed. If you want one on Centaurus road (the Protocol end), then again, put it further up the road.</p> <p>Am I also seeing that bikes should go up onto the pavement on Centaurus road (opposite Protocol) around the crossing and then back onto the road? This is ridiculous.</p> <p>My most common route is coming down Dyers Pass road and turning left at the bottom of the hill. Is this left turn lane taken out? That makes for an incredibly sharp turn for left turning vehicles - or do you envisage them going around the roundabout first like the buses do? Hope not. Secondly, I am able to sneak past about 3 cars that are in the cue to go straight, in order to take my left turn. When I choose to go straight instead (a different morning route I take on occasion), my goodness, this can take several minutes to wait for just THREE cars, due to all the traffic from Centaurus road (by Protocol) that seems to dominate the right of way and prevent Dyer Pass rd cars from getting onto the round about.</p> <p>To take out the left turning lane would slower down the busy traffic times even more. I take this route at 7:40 in the morning, where it's about 6-8 cars, but others who travel in peak times are waiting up half an hour and sometimes turn around to go another way! The changes need to increase the speed of traffic flow, not limit it further.</p> <p>There's actually quite a bit of space on the road where the Centaurus road drivers can take a left turn to go up Dyers Pass road, and it could even be good to create some road markings to give left-turning drivers a free lane of sorts to do that, as other drivers are on the roundabout but are taking the next turn, for example.</p> <p>Also, how long is this roadworks going to disrupt our already busy intersection?</p> <p>Please put in some traffic lights if anything, for the love of Cashmere!</p> <p>Thanks for reading my submission. I hope it has been a helpful perspective.</p> <p>Kind regards, Xanda Lacey</p>	Xanda Lacey
49021	Vehicle Cycle Walk	<p>The Bowenvale Ave / Centaurus Rd intersection I consider is far more dangerous. It's extremely difficult to exist Bowenvale Ave or from the Eastern Tce Bridge during busy traffic.</p> <p>Also crossing from the bridge to Bowenvale Ave when traffic is turning right out of Bowenvale is incredibly dangerous due to the misalignment. Multiple times I've had cars cut in front of me as I cross the the intersection (with right of way). Please install a roundabout there instead.</p>	Joe Evans
49022	Vehicle	<p>Yes. I have lived in Diamond Harbour and currently live in Westmorland. I am in my 60s and I transport my 98 year old parent who lives with me. We use a car. The proposal does not appear to aid vehicle flow rather it seems to make it worse. I have experienced heavy backlog/build up of traffic at all four approaches to this intersection. This is particularly evident when children are going to or leaving school. There is traffic backed up from the current pedestrian crossing on Colombo Street...backed up Dyers Pass Road and this impacts on the traffic at the other entry and exit points that feed the roundabout. Putting the zebra crossings closer to the roundabout and adding one I believe will make this situation much worse. There are a large proportion of elderly who live in the surrounding areas and need to use vehicles. There is a large population in Governor's Bay and back to Diamond Harbour that use vehicles by necessity and use this intersection.</p> <p>It appears you have removed the lane turning left from Dyers Pass Rd into Cashmere Road. Although currently short this lane greatly improved the traffic flow at peak times. Opposite the business Protocol will enjoy the added visual space you propose to give them! All I can envisage from your current proposal is a massive and very much worse traffic congestion.</p>	Sarah Godfrey

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49023	Vehicle	Adding raised platforms is completely ridiculous. You need to encourage pedestrians to use the lights crossing beside the school further down Colombo street. There seems to be an obsession with making intersections overly complex which actually confuses drivers. The delays at peak times at this intersection with the current setup is unacceptable, adding more complexity and pedestrian crossings, and speed bumps will make everything worse. People traveling from the city towards the hill that wish to turn left onto Centaurus road often create their own left turn lane, the road is wide enough here so this may aid traffic flow if a lane division is in place. There are bus lanes along the section approaching the hill, opening these to vehicles would also aid flow.	Harry Martin
49024	Other: Motorcycle	Do not go forward with this proposed change in the current format. I think it is good to slow the speed at this roundabout, but the pedestrian crossing near the roundabout about exits will be exceptionally dangerous at peak times in the evening 5-6pm Mon-Fri. I would recommend an over bridge for pedestrians and cyclists. It will be more expensive, but that's the proper way to keep pedestrians and cyclists safe at this roundabout. Not this hybrid sharing approach.	Sam Fraser
49025	Vehicle	Traffic backs up in all directions for this intersection, raised platforms only make it slower and more difficult for everyone to navigate. Please consider putting in traffic lights instead.	Victoria Moore
49026	Vehicle Cycle	The traffic is already slow here. You need to focus on easing congestion, not adding to it. When coming down dyer pass through on to Colombo the Colombo side is often congested, meaning even if you do get an opportunity to cross over cashmere, there's no room for your vehicle on the other side. This will only congest it more. I am all for a bike lane but not a bus improvements. Residents rarely use the bus and moves like this further puts a bad taste in peoples mouths about it. Bikes are far more popular and at risk in this area. Favour them and ease congestion (not add to it with slowing down traffic further). This suggestion feels as if it's from someone's who doesn't actually use the road, it's insulting.	Janelle Hill
49027	Vehicle Cycle Walk	Having the pedestrian crossing so close to the roundabout is flat put bonkers. It will slow the flow of car traffic through the roundabout. Which are the primary user of the roundabout. I cycle and run a lot and being that type of road user it is safer if the car traffic is flowing more freely as drivers are not surprised to see you when they are at a stand still. In my opinion bike lanes make it less safe for me as a cyclists	Rhys Hill
49028	Vehicle Cycle	I believe changes need to be made, but having crosswalks that force vehicles to yield to pedestrians/cyclists while the vehicle is still in the roundabout is not going to work out well. What you'll get is vehicles stuck in the roundabout, a complete jam-up, and then mass confusion from the vehicles entering the roundabout. Are the safe crosswalks able to move further away from the roundabout? The goal should be to improve ped/cycl safety without creating more chaos for drivers, it already is chaotic enough during rush hours	Keith Lundquist
49029	Vehicle	I absolutely do not approve the changes to this intersection, traffic will become more congested. Having multiple pedestrian crossing just after a round about is absolutely insane, this roundabout is looking to be more dangerous after making alterations than what it is now.	Brooke Ada.s
49030	Vehicle	This idea will slow traffic flow to much and makes this roundabout to complicated and dangerous. This intersection has uneven traffic flow so roundabouts don't work. Traffic lights would be a much better idea and safer for all especially pedestrian.	Margaret Fraser
49031	Vehicle Walk	The changes that are proposed aren't safety changes at all but congestion changes - the council plans to make the roundabout tighter than it is. You are pushing all vehicles, including the buses into one lane, regardless of whether than are turning left off Cashmere onto Colombo or left off Colombo onto Centaurus. All the roads leading into this roundabout get highly congested now at specific times of the day and this plan is only going to make this worse. Congestion from Cashmere Road to the roundabout can easily hit the Cashmere/Barrington Roundabout and now the council propose to make this worse - so then a flow on effect will occur along Cashmere & Barrington. If the council is proposing to widen the pedestrian footpaths, why not allow the cyclists to be on the footpath around this roundabout as well. The area doesn't require more beautification but practicality. Raising the zebra crossings - that is fine going into the intersection but don't have it raised when exiting. The council did this on the Lincoln Road intersection - raised entering, get that, it slows us down but why on the exit, makes on sense at all, just adds to the frustration level in the traffic. If the council is looking at removing car parks around Cashmere/Centaurus Roundabout, then how about the empty section now on the corner of Cashmere (beside the fish chips shop) be made into a small parking area. The lack of parking now for these business is horrible and that fish n chips shop is very very popular in the area. The councils plan here is a congestion plan not a plan that is going to solve anything and the delays that it will occur when it starts are going to be horrendous.	Lisa Ward
49032	Vehicle Bus Cycle Walk	Overall great design. Should have a continuous sidewalk over Remuera St to improve safety. Should have zebra corssing over all the roundabout entrances. Add some trees in. Remove the slip lane from Dyers Pass rd.	Thomas Blakie
49034	Cycle	I fail to see how this will be safer for cyclists turning left from Dyers Pass Road, on to Cashmere Road. If anything you are exposing cyclists to even more traffic.	James McWha
49035	Vehicle Walk	Yes. Anything that will slow traffic there is a good idea - thank you for your efforts. Entering the intersection along Cashmere Road, travelling East or turning left into Colombo Street, I am still concerned about visibility of vehicles descending from Dyers Pass Road (particularly bicycles travelling at very high speeds down the hill). I am middle-aged and am able to turn my body as well as twist my head to see what is coming, but the angle at	Anne Shave

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		which the two roads connect make this a difficult manoeuvre for some people. And some cyclists, in particular, travel at tremendous speeds there (and also at the intersection of Hackthorne and Dyers Pass Roads).	
49036	Vehicle Cycle Walk	Adding pedestrian crossings in those locations will increase congestion and result in more accidents. Perhaps installing traffic lights would be a much safer alternative.	Amy Hurst
49037	Vehicle Cycle Walk	I would like to know if there has been any thought to the residents of Merlewood Ave in these 'improvements'. Some residents of this street have driveways that can only be accessed if they drive up from Centaurus Road which means they cross need to cross the road just after the median strip. If there are vehicles coming down, the drivers that are going up will need to wait by the median strip just after the pedestrian crossing blocking that area even further. There are also a lot of drivers who use Merlewood Ave as a cut through. They go down this road with no regard for speed or care of residents or the stop sign at the bottom of the road. This means that there are a lot of vehicles that are trying to get on to Centaurus Road in an already blind spot. Placing the bus stop just before this blind spot is going to cause further issues to those drivers. As a pedestrian, I also think there is not enough done to slow traffic down as they approach the intersection.	S. Moore
49038	Vehicle	We are disappointed that traffic lights are not going to be installed at this stage. Residents were told that both the Hackthorne Road / Cashmere Road and Dyers Pass / Cashmere Roads would have traffic lights in the near future. However the first priority was to install lights at the Hoon Hay / Cashmere Road intersection which has been done. At peak times traffic on Dyers Pass can be backed up to Cracroft Terrace. This means that it can take 15 minutes to get down the hill. When this happens drivers become frustrated and use Merlewood as a shortcut but this makes it worse for the Dyers Pass cars to get down the hill. We strongly oppose what you are proposing.	Richard & Barbara Leete
49040	Walk	I live on Dyers Pass Rd and the traffic in the morning is slow enough already and at certain times is backed up to my driveway (I am just below Cracroft Terrace) because of the bottle neck at the roundabout - this is going to make it infinitely worse! Was any consideration given to putting traffic lights there? Simply putting speed humps in and narrowing the access is going to make the traffic even slower and will make getting out of my drive a real nightmare. Because it's a roundabout people take stupid risks at trying to get through it - traffic lights would be a much more sensible solution and mean pedestrians were safer and the traffic was more orderly. I am very against this proposal. It's all very well trying to make it slow for pedestrians and buses, but there are going to be some very frustrated people trying to get to work every morning being stuck in the queue down the hill - and right outside my driveway.	Elizabeth Woods
49041	Vehicle Walk	This safety improvement is long overdue. This intersection is a nightmare for cyclists and pedestrians. I fully support the design proposed by qualified traffic engineers and strongly suggest that it is not altered to suit the needs of impatient motorists. Too often designs are dumbed down because submissions are made by motorists or politicians who think they know better than a traffic engineer with the experience and qualifications to make sensible recommendations. Submissions that suggest changes that will reduce the safety of the proposed changes in order to make travelling through the intersection a few seconds faster should be disregarded. The safety of pedestrians, school children and cyclists needs to be prioritised over getting through the intersection quickly. It isn't acceptable to have one person per year seriously injured for the sake of getting somewhere a few seconds earlier. Everyone should be able to get through this intersection safely. Not just people using cars.	Heather Lunn
49042	Vehicle Bus Walk	I am in favour of this proposal. As a pedestrian it can be very difficult to cross Centaurus Road on the eastern side of the round about currently, and as a bus user I have been caught out by missing the stop to transfer between the Orbiter and 1, resulting in a long walk. I also drive through this intersection regularly at rush hour and don't believe it will result in any increase to my time in traffic.	Samantha Quigley
49045	Vehicle Cycle Walk Other: Motorcycle	The roundabout is too small in diameter to space vehicles out, particularly given that there is more traffic on Cashmere/Centaurus Road than Dyers/Columbo (this makes it very difficult to find an adequate gap to enter the roundabout). Poor driver behaviour and lack of/improper indication are normally the main cause of near miss (I use the roundabout at least twice daily). In relation to the specific items proposed: -Build out the kerb on Dyers Pass and Cashmere Road to slow vehicles turning left into Cashmere Road. JJ: this seems unnecessary and may make it difficult to turn left (the filter lane is confusing and should arguably be removed). -Add a concrete lip around the centre of the roundabout to reduce the speed of people travelling in the roundabout. JJ: the roundabout is already raised, is an increase in the diameter of the roundabout proposed? Install a new pedestrian refuge island on Remuera Avenue at the intersection of Colombo Street, making it safer to cross here. JJ: seems sensible. Narrow the road width approaching the roundabout and install sharrow markings to indicate that cyclists and vehicles share the lane. JJ: potentially confusing, see below. Widen the existing pedestrian refuge islands and add zebra pedestrian and cycle crossings on Colombo Street and Centaurus Road to create safer crossing points. JJ: the cycle crossing arrangement is potentially confusing, this may make drivers think cyclists shouldn't use the roundabout. Defensive riding is required here more than road markings!	James Jackson

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		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. JJ: seems sensible and will prevent undertaking behaviour by left turning traffic from Columbo St.	
49046	Vehicle Cycle Walk Other: Electric scooter	Anything that slows traffic is good, so support for the proposal. But is there enough room for bikes? Are the footpaths wide enough for increasing use of non car modes of transport?	Richard Wesley
49048	Vehicle	These solutions are not going to be effective. What's needed at this intersection is traffic lights.	John Quayle
49049	Vehicle	Traffic lights is the best solution in my opinion.	Denis O'Connor
49052	Cycle	This has to be one of the most dangerous intersections for cyclists, having been hit by a vehicle in January 2019 which resulted in two surgeries and 5 months off work anything to protect cyclist is much needed and well overdue. International evidence is clear, roundabouts are dangerous for cyclists and pedestrians and I would much prefer this is changed to controlled traffic lights, surely the volume would justify	Richard Whitehead
49053	Vehicle Cycle Walk	I fully support the proposed works. Particular the zebra crossings that help to reduce risks to kids and others crossing.	David Grogan
49054	Cycle	I like it	David Ripley
49055	Vehicle Bus Walk	At present from 8.30am until 9.30am and from 4.30pm to 5.30pm there are queues along Colombo Street, Cashmere and Centaurus Roads but with this plan these 3 roads will be impassable with traffic jams down Colombo Street, Cashmere and Centaurus Roads. If it's not broken then don't fix it! As a local resident I can manage with what we have got but with the proposed changes I'll be making large detours.	Marion Rickerby
49057	Vehicle	This is the worst idea I have ever heard someone propose. No free turn? The proximity of the two pedestrian crossings? Narrowing the road? You will single-handedly make this the worst intersection I have ever seen in my entire life. I want the people who came up with this idea to go through this roundabout every morning and afternoon at peak traffic and then tell me this is a good idea.	Juliet Knowles
49058	Vehicle Walk	I support the overall plan, in particular adding the pedestrian access to the left side of Dyers Pass Rd (as you come down the hill heading north) including the crossing over Cashmere Rd as this is currently difficult to navigate as a pedestrian. My only comment is that if you are driving down Dyers Pass Rd (heading north), the left turn into Cashmere Rd under the proposal looks to be a very tight turn. The renders do not adequately show the gradient of the hill. It looks like this will be difficult to navigate particularly in a larger vehicle and it could even be somewhat dangerous doing a very tight left turn against the slope/gradient due to the risk of vehicles rolling even at low speeds. The proposal could be improved to better address this issue.	Doug Latham
49059	Vehicle Cycle	Absolute omnishambles! Save the ratepayers some money and do it right the first time by putting traffic lights in.	Mark Stewart
49060	Vehicle Cycle Walk	Its doesnt look as if it will improve the flow of traffic and safety of cyclists. I think traffic lights are needed.	T Kemp
49061	Vehicle	I do not agree with slowing down the traffic and decreasing the size of the access points. As there is a very high usage of this intersection traffic lights would be the preferred option to ensure traffic is able to move efficiently, especially for those of us getting on and off the hill. There is more traffic flowing through this intersection compared to the Cracroft intersection and yet lights were installed there.	Andy Johnson
49062	Vehicle Walk	Crossing as a pedestrian across Centaurus from Dyers to Colombo on the West side is currently dangerous, does the new layout improve pedestrian access crossing on that side? Do the proposals sufficiently allow room for cyclists travelling down Dyers Pass as currently Dyers is already narrow for cyclists passing a morning traffic queue when travelling North off Dyers. The proposal does appear to cater for cycling widths and cyclists stopping areas? The traffic is heavy at peak times. Traffic backs up then people get frustrated and take unnecessary risks! Your plan will increase this back up of traffic and so then increase peoples frustration. More risky driving will happen! And the back up of traffic will be herendous! TRAFFIC LIGHTS are needed here. I guess you are not looking at that because of the cost. There is a real opportunity here to ease traffic congestion and make it safe for ALL. Please don't disappoint and listen to the people who use this roundabout many times dally. Thank you	Jay Harris

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49063	Vehicle Cycle Walk	Zebra crossing rules state that vehicles must stop for pedestrians on a zebra crossing. I'm concerned that pedestrians will be put at increased risk by having a green cycle crossing at the same location where car traffic is not regulated to stop for cyclists crossing (or will bikes stop traffic coming off the roundabout too?)	Jill Handoll
49064	Cycle	The proposed changes will not make the intersection safer for any users. Slowing the traffic at the peak morning time between 8.30 and 9am will cause traffic to back up Dyers Pass road to an even greater extent than currently. This will cause drivers to get stressed and make poor decision when they do get to the roundabout. The proposed new pedestrian crossings will slow the traffic - YES - but also lead to gridlock. Why not do as other jurisdictions do? Have lights that function at peak times and flash orange indicating caution when the traffic density is less.	Janet Gough
49066	Vehicle Cycle Walk	Two things to note: 1. Currently there is a central crossing area outside 23 Centaurus. This is the only way we can travel from No.15 by bike or foot to cross the road and join the traffic on Centaurus Road heading to the roundabout. However the crossing is dangerous. Mostly due to the hedge that obscures the view of traffic. It relies on the hedge being cur back heavily and this is a rental property so that does not happen. This hedge/pavement needs some work for safety reasons. 2. Traffic is heavy down from Merlewood during rush hour as people try to access the roundabout from Dyers in another direction due to the traffic. I think Merlewood should be one-way going up only.	Mel Jarratt
49069	Vehicle Cycle Walk	I live on Dyers Pass Road, and I frequently drive/cycle through this intersection, and occasionally walk it. Overall, I support these planned improvements. I'm pleased that the city is adding more safe cycling infrastructure to encourage beginner cyclists, and also making the pedestrian crossings safer. I've noticed that this intersection is extremely unfriendly to pedestrians, especially on the Cashmere Road crossing, where you currently need to dart across diagonally between cars - heaven forbid that you're elderly/disabled or happen to trip while crossing. I'm ambivalent about the design of the cycling paths, especially for cyclists riding from Colombo St to Dyers Pass Rd. I assume that the design is a tradeoff where beginner cyclists share the pavement with pedestrians, while confident cyclists share the roundabout with cars. I'm not a fan of cycling infrastructure which assumes that cyclists are basically pedestrians with wheels, moving at snails' pace, and which forces you to make tight 90-degree turns when reentering traffic. That seems crazy to me as this sort of turn is difficult to do safely unless you come to a complete stop, which makes it difficult to merge with moving traffic. I also dislike mixed-use (pedestrian/cyclist) for busy thoroughfares: It makes it trickier to cycle both safely and quickly, and it makes it more likely for pedestrians consider cyclists a menace when they're inevitably surprised by a cyclist riding past them from behind. Cyclists are currently not allowed to cycle on the footpath because it's considered unsafe, but paint some	Richard Westenra
49074	Vehicle Other	I am completely opposed to the proposed changes; I am a regular user of this intersection (most days). This roundabout is a busy intersection, the proposed changes will do nothing to change this unless users seek alternate routes. During peak times the traffic build up means this is a slow entry intersection as traffic is backed up on all approaches. Installing speed reduction measures will change nothing. I would like to see more information on the basis behind these proposed changes. 1) how many vehicles pass through this intersection daily and the percentage of accidents per vehicles passing through? 2) how many of the accidents were caused by a vehicle / cycle / motorcycle failing to give way when coming down Dyers Pass Road? 3) What time of day did the majority of the reported accidents occur (peak or off-peak traffic movement) I also note that the proposal seems to have a focus on making the intersection safer for pedestrians but I see no evidence of any pedestrian related injuries or accidents in the figures given. My major concern is that the proposed changes will cause traffic to seek alternate "rat-run" routes which would shift more traffic to residential areas and therefore increase the risk of serious accidents to young children. I look forward to hearing from you if you have any feedback for my response. I would also like to see a check box added to the start these submissions asking primarily if the respondent approves or opposes the proposed plan, as this would be a true gauge of public perception. This is partially my money you are planning on spending, and I would appreciate more visibility on what the majority of Christchurch's population think on these issues, bearing in mind it is the Christchurch public you are serving.	Stuart Clarke
49076	Vehicle Cycle Walk	I ride and drive through here regularly. I own the Cashmere Mike Pero Office and see a lot from my desk. I believe your new plan is not going to prevent any less accidents. Most cyclists get into difficulty because of the road camber being on an angle. The traffic furniture on Dyers Pass juts out too far and simply does not allow enough room. Your proposed plan is too much visual population and will only create more confusion and frustration. The bushes on the roundabout should be cleared as well as all the bushes on Dyers/Cashmere Road to allow for more clearer vision.	Nienke Middleton
49079	Vehicle Walk	I support the changes to make this safer for pedestrians and cyclists	Joanne Butcher

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49083	Vehicle Cycle Walk	<p>Under the existing arrangement, this intersection has an extremely low peak hour level of service. Queues back up significantly on all sides and can result in excess of 10-minute wait times for vehicles at approximately 8:40 am and 5:00 pm. I am concerned that the proposed improvements will do little to address the level of service and may actually increase the risk to cyclists and pedestrians.</p> <p>One of the main reasons that the level of service is so low is that the intersection geometry is too small, with too little deflection, and the adjoining streets are too close together. With highly asymmetric peak hour traffic flows through the intersection, some directions are effectively given priority due to the direction of traffic through the circle. For those unfortunate enough to be in an unproioritised position, traversing the traffic circle requires a challenging risk calculus on the drivers' part. This requires close attention to the drivers' right and often necessitates fast acceleration into and through the traffic circle. While I recognize that the intent of the raised platforms is to slow traffic, drivers will still need to make quick decisions and rapidly accelerate. Only making the traffic circle larger would address this issue from a geometric standpoint.</p> <p>I am also concerned about the risk to pedestrians. With zebra crossings close to the traffic circle, drivers approaching the intersection have good visibility of pedestrians however, drivers coming from across the traffic circle may not be paying adequate attention to the opposite side of the traffic circle. Because the small geometry of the traffic circle requires drivers to pay close attention to their right and accelerate quickly, it is likely that some drivers will miss the presence of pedestrians crossing the opposite side of the traffic circle. From a cyclist standpoint, cyclists descending Dyers Pass and continuing north onto Colombo have poor visibility to traffic going the same direction at the traffic circle. However, the existing slip lane mostly eliminates a major potential conflict between cyclists and traffic, as all traffic that turns left (west) onto Centaurus currently takes the slip lane, eliminating the conflict with cyclists continuing straight. The proposed improvements eliminate this slip lane and will force drivers to make a sharp turn through the traffic circle. This will introduce a new conflict for cyclists that will be exacerbated by the drivers' attention to the right side, away from cyclists on their left.</p> <p>In my opinion, the best option would be to make the traffic circle significantly larger and to site the pedestrian crossings further back from the circle, with accommodation made for bicycles at the same location. I recognize that making the traffic circle larger is likely impractical due to property constraints, but that would be the only means to maintain a traffic circle arrangement and provide a reasonable level of service and safety.</p> <p>In lieu of increasing the traffic circle size, I think there may be other potential options to consider that utilise traffic signals. Fully signaling the intersection with appropriate bike and pedestrian signalling would eliminate many of the issues raised above.</p> <p>If fully signalling the intersection is not practical, the installation of traffic detector loops that identify queued traffic and temporarily stop conflicting traffic directions could significantly increase the peak hour level of service.</p> <p>If the pedestrian crossings cannot be moved further back from the traffic circle, the designers should consider push button warning / stop lights would increase visibilty.</p>	David Delagarza
49084	Vehicle	<p>Traffic lights seem more appropriate here. People are already distracted enough by having to navigate the hill to figure out who to give way to, making the road smaller and adding more lumps, barriers and pedestrian crossings seems like it will only confuse things more. Surely it's not best practice to have pedestrian crossings at a busy roundabout?! Traffic lights could also help ease the rush hour traffic and provide more predictable for non-car road users.</p>	Kim Dawson
49086	Vehicle Cycle	<p>This proposal will only create more of a bottleneck/ traffic jam, esp the raised approaches. We have had the 'traffic experts' install traffic slowing curbs in our quiet residential st, me daughter has already come off her bike due to her tyre hitting this.</p> <p>Our street intersections have also been narrowed by the 'experts' there have been so many near misses since then it IS MORE dangerous now.</p> <p>Remove the pedestrian crossing at Colombo exit, there are already traffic lights for pedestrians 50m along Colombo.</p>	Brett Cooper
49087	Vehicle Bus Cycle Walk	<p>Im supportive of safety upgrades but I'm really concerned about zebra crossings. I worry that people turning left are looking right for traffic and may not see people stepping onto the crossing. They may also end up blocking off the intersection while waiting for pedestrians. Maybe a crossing further down Colombo st would be better? Or maybe the bumps will slow people down enough to make it safer?</p>	Fiona Platt
49088	Vehicle Walk	<p>I don't want to slow this traffic down. It's a popular route that I don't want it to go through suburbs to avoid it.</p> <p>I'm unaware of "close calls" in the area and whilst it intersects with a popular walking path on weekends, I don't feel it requires anything to slow traffic further than it is already.</p> <p>I don't mind the bus stop location proposal but don't like all the crossing upgrades.</p> <p>I'd also like to submit that having a pedestrian crossing right next to the round about is very dangerous. As a vehicle I'll be keeping my eyes to the right to view the cars to the right yet having a crossing just before means focus has to change to the left first.</p> <p>This design won't work.</p>	Amy Langbridge
49090	Vehicle Cycle Walk	<p>I fully support the proposal. I am particularly impressed with the efforts the design team have made to slow the traffic flow down - safety first.</p> <p>Plantings that are colourful and well maintained are most welcome. It's good for our mental health to see the seasons come and go with the seasons. Chch city council has some good examples of this already.</p> <p>We'll done on a good design.</p>	Ellie Stuckey
49091	Vehicle Cycle Walk	<p>I don't like the narrowing of the approaching roads particularly centaurs road. The merging of cars an bikes at the pedestrian crossing will dramatically increase the risk to bikes.</p> <p>I don't believe the pedestrian crossing on the centaurs road is necessary especially so clos to the junction.</p>	Patrick Wheeler

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49092	Vehicle	Absolute disaster! It looks more dangerous for cyclists, will crest even bigger backlogs of traffic and creates more angry drivers which creates more accidents and disasters. This simply can not go ahead.	Acacia Lane
49093	Vehicle	To me this looks like more congestion for people coming off the hill on Dyers Pass Rd and also more back up of traffic on Cashmere Rd.	Jeannie Matthews
49094	Vehicle Bus Cycle Walk	The round about should be made to be larger, this would allow more space for new traffic and less haphazard decisions. Raising the round around the round about would dent low riding vehicles. I see this as mostly good. Because of the steep slope of Dyers pass, vehicles accelerate faster and it is more difficult to reduce speed. Would it be possible to move the round about to accommodate a more gentle slope? I feel the other issues are the users not knowing how to interact with other vehicles/cyclists.	Misha Besley
49095	Vehicle	This intersection as it now stands is an example of a reasonably efficient roundabout, which handles the busy times of the day pretty efficiently and in my observations for the last 28 years, safely Your objective is clearly to upset this by making it more different to negotiate and more inefficient?..why? Your proposal is not supported by much logic or reasoning but if implemented will create inconvenience and uncertainty for those, including cyclists, who need to negotiate this intersection. Uncertainty equals congestion at the least and accidents at the worst The history of plantings at intersections in Chch seems to be ..plant...don't control plant growth.. block lines of sight for those negotiating eg Barrington /Cashmere Rd ...Fendalton/Holmwood Rd ..why would the Council plant up this high volume intersection?	Ian Thomas
49098	Vehicle Walk	Putting bikes and cars in the same lane is going to block things up and cause hazards and delays	Natalie Short
49099	Cycle	I use the intersection frequently going west through centaurus Rd with the Dyers pass intersection on the left. The big danger is when you are stopped on the left hand side of a car on the bike, and you are going straight through but the car is turning left onto Dyers Pass. A couple of times I have nearly had an accident. So forcing bikes into the front of the lane with cars, not beside cars is the only way to make it safer. A Green path down the middle of the lane into the intersection would help guide bikes and tell cars to stay behind..	Gary Dix
49100	Vehicle Cycle Walk	The design of the proposed roundabout is atrocious. The pedestrian crossing is far too close to the roundabout, people will be coming from all ways of the roundabout and not see those crossing. Super super dangerous for those pedestrians and cyclists as well. The speed bumps is a good idea to get people slowing down however it will create further delays for the traffic on these streets	Julia Siddall
49102	Vehicle Walk	Don't do it! The risk level here is very low, minimal in fact. By squeezing together cyclists and motorists onto the same piece of road you are having them compete and it adds danger. It is not helping with flow, in fact it will add to congestion that is already huge at peak times. It will not make it easier to use as a pedestrian, far from it, you'll have frustrated motorists booting out of the roundabout after a ridiculously long wait. If anything that might help this intersection, please reconsider traffic lights. It's the only way you can actively and noticeably improve any safety measures and flow rates on this area.	Miranda Knapton
49104	Vehicle Cycle	Forcing motorists and cyclists to share the lane will create conflict and animosity. Motorists barely tolerate cycle lanes as it is (I have seen this first hand with a marked increase in 'punish passing' when I am out on my bike and have dared to intrude into the vehicle lane for a myriad of legitimate reasons). Cyclists cannot accelerate to "take a gap" that a motorist would take when entering a busy roundabout, and this will increase congestion and also increase aforementioned animosity. Congestion is bad enough already at this roundabout, often backing up to the Barrington St. roundabout and beyond. Having pedestrian crossings at the exits is very dangerous because the roundabout itself gets congested and cyclists would then try to ride around the stopped cars. I am wondering why there are no raised platforms on Dyers Pass Road or Cashmere Road sides, when there are on Colombo and Centaurus sides (probably due to pedestrians accessing the bus stops, but there are also lots of pedestrians that go up and down the Cashmere/Dyers side (particularly runners heading up the hill). It would be better to have a painted cycle lane and also a vehicle lane around the roundabout and along the approaches, or even better - install traffic lights (which would be safer for pedestrians also).	David Fletcher
49106	Vehicle	In the morning cars from Dyers Pass Road can't get through the roundabout due to the constant flow of traffic coming from their right from Centaurus Road. Getting rid of the left turn lane here will increase the huge line of traffic backed up Dyers Pass Road which already backs up to Heaton Rhodes Place of a morning. Pedestrian crossings so close to the round-a-bout will result in cars, buses or trucks stuck in the round-a-bout when someone is crossing hindering traffic movement further. Traffic lights are the only solution to this congestion in my opinion	Ralph Woodham
49107	Vehicle Bus Cycle Walk	Whilst I agree safety changes need to be made to this intersection, why have traffic lights been continually ruled out here? This is a major thoroughfare and peak hour traffic grinds to a halt along the hills. Traffic coming down Dyers Pass Road can have a secondary warning light that they are approaching traffic lights if this is the major concern about queues on the corner. Adding lights would help cyclists, buses and pedestrians as well. Also traffic turning right off Dyers Pass road into Centaurus Road are having to make very dangerous guesses as to whether the roundabout is clear or not. I would rule out this right turn at peak times if the roundabout is to stay and you make the changes suggested. I don't support the idea of a raised platform as this puts extra wear and tear on vehicles and suspensions as well as adds a new hazard to both vision impaired pedestrians and cyclists.	Jamie Billings

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49108	Vehicle Cycle Walk	<p>I use this intersection frequently; typically twice each day travelling north from Dyers Pass Rd onto Colombo St. I also use the Centaurus Rd and Cashmere St approaches several times each week. Probably >90% of my use is in a motor vehicle and, I also use it on my bicycle and as part of my walking routine.</p> <p>My first reaction to this proposal was very positive although I expressed some concern about bicycle traffic coming down Dyers Pass Rd - I think this proposal offers less safety for cyclists and will encourage cyclists from all directions to ride between traffic and the curbs.</p> <p>On further reflection, I feel the lack of separation between cyclists and vehicular traffic makes this proposal less safe than the current situation. Further, the entire roundabout design will slow traffic dramatically during peak times and likely lead to more aggressive behaviour by motorists rather than less.</p> <p>I think control via traffic lights might offer a safer solution. This would allow space for a separate bike lane at each approach and well-defined pedestrian crossing timings.</p> <p>Looks good to me. However, I still have concerns cyclists coming down Dyers Pass Rd will be squeezed out by vehicular traffic because there is no clearly marked cycle lane. Also, removing the existing left turn option will slow traffic coming down the hill significantly; particularly at morning rush.</p>	William Qualls
49109	Vehicle Walk	<p>I honestly can't see how adding pedestrian crossings and bike lanes helps reduce accidents?! Yes I understand this is a busy intersection full stop, no matter what mode of transport you are using. Traffic lights would slow the traffic but isn't that the point- I would feel safer as a pedestrian or a cyclist if I knew the opposing traffic had a red light/ turning arrow.</p> <p>Using a busy roundabout has most people on high alert anyway, whether you are driving, on foot etc. As a driver there would now be even more 'obstacles' to look out for and cause potential accidents - having to stop for a pedestrian straight after exiting a roundabout isn't exactly safe and causes congestion from the flow of traffic coming from behind you.</p> <p>You're looking right to give way and then looking left at the same time to ensure you're not about to bowl into a pedestrian!?</p> <p>Throw 2 extra bus stops in the mix and I can't wait to see the hot mess this intersection will become...</p> <p>Please seriously consider this alternative: The intersection of Lyttelton St/ Sparks Road / Frankleigh Street used to have a roundabout. Being close to Pioneer, West Spreydon School, Lyttelton Street playcentre, Te Kura Kaupapa Māori O Te Whānau Tahī etc, it catered to many pedestrians, cyclists and nearby bus routes.</p> <p>In the last few years it was updated to traffic lights, with cycle lanes, pedestrian barriers and turning lanes. I see this intersection as a better example of how Dyers Pass/Cashmere Road can be managed. See attached photos.</p>	Kate Claridge
49110	Vehicle Walk	<p>Having lived on the hill for 30 years. I'm surprised that there isn't traffic lights on the Dyers Pass, Cashmere, Colombo and Centaurus intersection already. A lot of people do not know how to use a roundabout and traffic gets held up unnecessarily. With this new plan I can only see that this is going to get worse.</p>	Helen Woodham
49111	Vehicle	<p>I drive through this intersection everyday and find it one of the most dangerous intersections along my journey. My main complaint is coming from cashmere Rd it is very difficult to see vehicles and cyclists coming from dyers pass. And during Sun strike hours it is very difficult to see cyclists in particular, coming from centaurus over the small ridge.</p> <p>The intersection is constantly backed up and constantly see near misses from impatient drivers.</p> <p>Although the proposed design is definitely a step in the right direction, I don't believe it will fix the problem and effectively reduced the risk of harm to the public.</p> <p>I feel the only way to safely upgrade the intersection is to add traffic lights, especially with the heavy cyclist use, I can see its only a matter of time that someone will get hurt or killed.</p>	Tom V
49115	Vehicle	<p>Foot traffic is very uncommon at this intersection, which appears to be accounted for the most out of any form of travel. I have driven this roundabout for the last 10 years, and have never spent more than 20-30 seconds waiting as the first in line. I feel strongly that the cause of congestion is due to uncertain drivers requiring much more space than necessary before entering the intersection. I often see 3 vehicles each waiting for the other to enter the intersection first and sit there for a long time. I can't see traffic lights improving things and can only see them adding to congestion, poor driving is the cause of any problems here, adding more elements/distractions will not make this intersection easier for poor drivers</p>	Edward Palmer
49118	Vehicle	<p>The proposed changes to the intersection will only drive everyone to hackthorne road. The traffic jams on all the roads around the intersection are terrible and the changes will make them worse. Traffic lights are the only solution for this difficult intersection. Let's fix it once and not muck it up again.</p>	Gillian Parr
49122	Vehicle Bus Cycle Walk	<ol style="list-style-type: none"> 1. Bus lane Cashmere Road from Thorrington Road to Colombo Street be discontinued. This would allow for safer cycling on both sides of Cashmere Road. 2. Raised safety platforms be done away as see no purpose or safety reasons other than giving motorist a saw "NECK". 3. Re-design the northeast corner of Colombo Street and Cashmere Road by taking some land of the corner of 2 Cashmere Road. 4. Use the projected costing \$\$\$ by installing "TRAFFIC LIGHTS". 	Brian Newble
49123	Vehicle	<p>I have some concerns about the proposed traffic control at the intersection of DyersPass Rd and Colombo St.</p> <p>(1) I believe the installation of pedestrian crossings will cause even more accidents. It gives pedestrians the idea that they can cross any time they choose; they may be right but they may also be dead.</p> <p>(2) a preferred solution to that proposed would be to augment the roundabout with a set of traffic lights. Note well I wrote "augment" not "replace". This combined system seems to work well in Barcelona, Spain and here is how I see it working in this location. There would be a single post, four-direction traffic light tree in the middle of the roundabout. At non-peak congestion times, it flashes orange continually in all four directions. Since there is a roundabout, the traffic still has to slow down and give way to the right as it does now. This would be the default option.</p> <p>At high peak congestion times, the lights would operate as a Red, Orange Green sequence as any normal controlled intersection with the longest green duty cycle for whichever</p>	Peter Gough

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		direction has the most incoming traffic. Clearly into the CBD in the morning 7.30am to 9.30am and away from it in the evening 4.30pm to 7pm. There may also be a case for it to operate at school pick up time around 3pm. Now since there is still a roundabout to negotiate, speeds are not increased and high-speed red-light running is not enhanced As I stated earlier the combination of traffic lights and a roundabout seems to work well in Spain so it may be worth a trial here.	
49124	Vehicle Cycle Walk	I very much agree with improving safety for cyclists at the roundabout. I would however add that the stretch between it and the Barrington roundabout (heading towards Cashmere High) absolutely needs reviewing as a priority as well. Every morning cars, and frequently trucks overtake school kids on bikes there with zero space. I rarely stop there without seeing a potential incident. I would separately comment that this is a very busy intersection, and since the pedestrian crossing was added further up Colombo, traffic frequently backs up to this roundabout. Therefore while I agree with making it safer, I would have concerns about gridlock occurring at busier times.	Chris Pratt
49127	Vehicle Walk	The pedestrian crossings are FAR TOO CLOSE to the round about!!! This looks terribly dangerous!!!	Emily Short
49129	Vehicle Bus Cycle Walk	Increased safe movement and access for all road users is very important, including for public transport, cycling and pedestrians.	Vince Eichholtz
49130	Vehicle Bus Cycle Walk	Looks amazing	Matthew Cairns
49131	Vehicle Bus Walk	It is already very slow at busy times with build up of traffic to past Barrington round-about and Centaurus Rd shopsIt is a pity the council did not connect DP Rd via Rhodes Estate to Purau Ave long ago. Could it still be done?	Helen Wells
49132	Cycle	When coming down Dyers Pass Road into this intersection on a bicycle the descent is steep and it requires concentration and good brake control. To add a sudden step up to a raised platform is more dangerous for cyclists in the traffic. I ask that this one entry point is exempted from the raised platforms but they are appropriate for the other three entry points. If adding the extra kerb to the left turn at the bottom of the hill it must be full height and not a 1-2 inch height one often seen around inner circles of roundabouts. This would encourage vehicles to cut over it and cycles could get caught up on it if forced left by vehicles.	James McClurg
49135	Cycle	Looks good. Improves safety for pedestrians and cyclists	Peter Galbraith
49137	Vehicle Cycle Walk	It's fantastic that this roundabout is being redesigned with bikes and pedestrians as important users. I usually try and avoid it on a bike as it's so unsafe and crossing the road on foot anywhere near it is a nightmare. This isn't a design I'm familiar with so I can't comment on whether it will work but I do hope that it has been tested elsewhere (in NZ or internationally). It would be a shame if all this work was done and it just created a different set of problems. Have you considered that if drivers don't like the new layout they may use Remuera as a rat-run from Columbo to Centaurus (or vice-versa) instead? You already see this happening a lot and a non-car-centric roundabout design could make that problem much worse. When you've sorted this one out can you do something similar for the Bowenvale-Centaurus junction? That's the place my kids take their life in their hands on the way home from school everyday!	Alex James
49138	Vehicle Bus	I think the proposed changes are unhelpful and not required. There is often a traffic jam of vehicles on all approaches to this intersection. I do not agree with the proposed changes which will slow traffic even more. Getting down off the hill at busy times is already very slow.	Louise Winder
49141	Vehicle Cycle	I support the proposed changes. on bike it is a scary intersection. I often avoid this intersection when walking or cycling.	Frances Schmechel
49157	Vehicle	The Proposed safety make over at the roundabout on Colombo St and Cashmere and Dyers Road. This roundabout is one of the oldest that I can remember, and one of the safe ones I know of. I live in Hoon Hay, and I am retired inspector of the serious crash unit. And I look at that proposed make over and there is no safety in paint on the road seal... And yes, I do have a bicycle, and I would not ride my bike on this proposed make over. This would be suicide without traffic-controlled lights installed on this intersection. There have been traffic-controlled lights installed at Cashmere Road and Worsley/Hoon Hay Roads. And round about removed from Henerson's. and Sparks Road and controlled traffic lights installed there as well. This makes them very safe to use. I would hope that traffic-controlled lights would be the only safe option to improve safety at this intersection...	Paul Chenery
49162	Vehicle	I feel like the proposed design is appropriate except for the pedestrian crossings. In the plan, I believe the crossings are set too close to the roundabout and will impede the flow of traffic. As it is, traffic during peak times backs up significantly.	Nick Witteman

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		<p>Looking at the plan, there appears to be space for a single vehicle after the crossing leading into the roundabout.</p> <p>With no pedestrians, traffic will become more stop-start as vehicles have to pause before the crossing, wait for the vehicle in front to go, then (if no pedestrians) move into the gap. Specifically, heading either towards the hills from Colombo Street, or from the hill towards Colombo Street will traffic flow cease to be continuous because vehicles and bikes behind the crossing won't be able to see other vehicles coming from Centaurus or Cashmere roads. I feel this will significantly increase the traffic density leading into the roundabout, further frustrating vehicle users. This has a flow on effect for traffic coming from feeder streets into Centaurus / Cashmere roads that is already troublesome at peak times.</p> <p>This approach of adding pedestrian crossings very close to a roundabout was undertaken in Motueka recently and caused significant problems and negative community feedback and did not appear to have the desired effect.</p> <p>As the crossings are so close, you'll find traffic will get 'caught' part way around a roundabout, as (for example) vehicles that have turned left onto Centaurus Road from Colombo Street may have to pause ahead of the crossing to wait for pedestrians. Vehicles coming straight through to Centaurus from Cashmere Road may have to pause part way around the roundabout until the waiting vehicle has gone - causing further confusion/disruption to the rest of the roundabout while the pedestrians cross.</p> <p>I think there should be serious reconsideration on the pedestrian crossings, especially as there is a zebra crossing on Colombo Street near Thorrington School.</p>	
49163	Vehicle Cycle Walk	<p>I use this interection alot on foot, bike and car. I agree it needs work but unfortunately I don't think this plan is it. The zebra crossings will cause big issues to traffic flow. It already get pretty clogged up. Really not good places for them in my opinion. I'm not sure as I walker I would really trust using them as I think drivers will be focused on the circle. Would be safer to cross at the lights that are already in place by thorrington school.</p>	Caroline Gardiner
49165	Cycle	<p>Thanks for the opportunity to comment.</p> <p>I cycle this route twice a day, normally from Centaurus to Cashmere Rd and back. I'll outline some of the problems at present and in your proposed design.</p> <ol style="list-style-type: none"> 1. The island at the bottom of Dyer's Pass Rd goes down too far and unnecessarily forces cyclists into the main traffic flow. I'd prefer the cyclists could travel in a straight line from Centaurus to Cashmere. 2. The approach from Centaurus onto the roundabout is difficult for young cyclists because it is sloping up. 3. The exit from the roundabout into Cashmere Rd and further down the road is always tight and sometimes there isn't really room for cyclists and vehicles until past Thorrington Rd. Please add this to the scope of your changes. 4. From Cashmere Rd, many vehicles turn left into Colombo and hence veer to the left of the lane, but there isn't room for a scattering of cars and cyclists. Vehicles often do not indicate left so I use their position on the road to guess their intentions. There is a high chance of being cut off by a vehicle turning left that isn't indicating. 5. From Colombo St, many cars turn left into Centaurus and create two lanes so there is no room for cyclists, but here there isn't so much chance of being cut off. <p>With the new design:</p> <ol style="list-style-type: none"> 6. I presume it is the intention to get cyclists to take the main lane. It isn't clear at what point this might happen. Normally at busy times there are cars queued back in all direction. Should a cyclist go to the front of the queue and cut in? We're certainly not going to queue at the back of the cars. 7. I suspect for cyclists turning right from Centaurus into Colombo you intend they go across two pedestrian crossings. Some will like to do this, but I would take the lane and use the roundabout. 8. It appears you have added a cyclists only left turn from Colombo to Centaurus. Excellent. You should do this more. I don't understand the purpose of the brown curved line on this part. Is it just to keep everyone to the left. Further back on Colombo, the road markings indicate two-directional cycle flow. I don't understand where this leads to for cyclists head up Colombo St. 9. I don't understand the value in adding an extra circle around the roundabout. This forces vehicles further out and makes it more dangerous for cyclists. But if your plan is that cyclists always take the lane then perhaps this might work. (More below on this) 10. Can you also add some signage to help teach drivers how to indicate around the roundabout 	Ken Morison
49166	Vehicle Bus Walk	<p>This proposal claims to be motivated by a desire to make things safer for pedestrians. As a pedestrian, let me assure you it is already perfectly safe — simply cross to the refuge island when there is a gap to do so, then wait until there's another gap and cross to the other side; most of the time this involves little or no delay and achieves 100% safety without imposing costs on other traffic. Whatever motivates the desire to upset this happy equilibrium has nothing to do with pedestrian safety.</p> <p>By contrast, the proposal, as currently envisaged, will make it far less safe for pedestrians in at least two ways. First, the unnecessary zebra crossings will create a false sense of security — while motorists generally stop at these, cyclists never do. So pedestrians who rely on the safety of zebra crossings, rather than the safety of a traffic gap, will undoubtedly</p>	Glenn Boyle

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		<p>find themselves in trouble. Zebra crossings have an important history and often play a vital role in addressing safety, but this is not one of those occasions. Second, pedestrians will be forced to share large chunks of the footpath with cyclists who'll view it as their own private domain for whizzing through the intersection. This is simply a recipe for disaster. This proposal needs to be called out for what it is — more pandering to cyclists by the ideologically-driven CCC transport unit. At the end of the day, despite the hand wringing over pedestrians, buses and motorbikes, the sole function of this proposal is to allow cyclists to avoid the roundabout, but to hide this single objective by the token gesture of inserting unnecessary zebra crossings for pedestrians. The end result may or may not make things safer for cyclists, but it will certainly compromise the safety and convenience of all other transport modes.</p> <p>The first-best solution is to bin the whole idea and retain the status quo. At a minimum, the green cyclist crossings must be removed — if the other changes make the intersection safer, then there's absolutely no reason why cyclists should not use the roundabout.</p>	
49170	Vehicle	<p>I travel through this intersection multiple times per day at peak times for pick up and drop off at the nearby school.</p> <p>I do not believe vehicle speeds leading up to the roundabout are the issue, as it is so congested in all directions and most vehicles are stopped prior to going through the roundabout.</p> <p>The danger falls when vehicles accelerate through the roundabout and also fail to give way appropriately.</p> <p>The only way I can see to improve safety for everyone would be installing traffic lights.</p>	Gemma Webb
49173	Vehicle Cycle Walk	<p>Forcing cyclists and vehicles to merge will make the intersection more dangerous. Majority of road users in Christchurch have 0 idea on how to safely navigate streets with cyclists. A better solution would be to look at what they do in the Netherlands and implement a Dutch style roundabout, keeping cyclists and motor vehicles separate, whilst also giving cyclists the right of way, encouraging cycling as a fast means of transport. See attached photo.</p>	James Rickard
49174	Vehicle Other: Motorcycle	<p>Raised sections at leading into a turn are hazardous for motorcycles who need to lean the motorcycle to negotiate a turn. A raised section and impact the stability of the motorcycle as it negotiates the turn.</p> <p>Having seen similar layouts in London UK, they have an issue with traffic at the pedestrian cross causing a full block on the round about, this can lead to frustrated and dangerous behaviours from drivers. This is most often requires the moving of the pedestrian crossing to further away from the roundabout, of the installation of a pedestrian over bridge</p>	David Fox
49182	Vehicle Cycle Walk	<p>It's an improvement. However I believe traffic lights would be a better option and this should be reviewed.</p>	James Duder
49184	Vehicle Walk Other: Skateboard	<p>We have discussed this at length as a family, as we all use this intersection at numerous times of the day, and believe the safest improvement would be to place traffic lights and remove the round about.</p> <p>This would allow for cyclists and pedestrians to safely cross at a set time, when traffic would be stopped, similar to other intersections eg Milton /Strickland Street.</p> <p>There also seems to be very little in place to slow the speed of those coming from down the hill. It would make more sense to divert this traffic to left turn only and divert to Barrington Street.</p> <p>Pedestrian crossings, if you ask most people, including small children, are "safe" places to cross where cars will stop immediately. We fail to see how vehicles would be able to stop in time and how children would know its safe to cross when there is a constant flow of traffic.</p> <p>It almost seems there are more potential hazards by the proposed changes than how it currently is.</p>	Kiona Jones
49189	Vehicle Bus Walk	<p>There is 2 main things that seem to cause the issues. One being the tight left turn coming down from Dyers, the issue being you can't see traffic coming from your right at all if a car is sitting waiting to go straight or right from the same point (no chance of seeing a cyclist coming on outside point of roundabout), could they not put the stopping point when coming down hill a little higher up the hill so it has better visibility for all. Also the school crossing needs to be a regular pedestrian crossing so traffic flow can be managed better as the school patrol just continually just keep pressing the crossing button, where, when manual barriers they could let some flow through and wait till a couple kids ready to cross. Crossings right on the roundabout will be an absolute nightmare, I bet most crashes happen at peak times when cars are barely moving through this roundabout so raising the height will just cause more wear and tear on our vehicles.</p> <p>Oh also so many people just don't know how to indicate and use it correctly which means also making sure you can exit the roundabout before entering it, almost daily people end up stuck in the round about and completely jam it for everyone, until the school crossing goes green again.</p>	Katie Pottinger
49194	Vehicle Cycle Walk	<p>What provisions will be made for those using Remuera Ave as an alternative, if traffic travelling south on Colombo and turning left into Centaurus Road is slowed?</p>	Paul Odlin
49196	Vehicle Cycle Walk Other:	<p>I am submitting mainly as a cyclist using this intersection.</p> <p>I agree with the proposal to install raised safety platforms on all approaches to the roundabout to slow traffic.</p> <p>I agree with the proposal to add zebra crossings for pedestrians on Colombo St and Centaurus Rd to create safer crossing points.</p> <p>I do not agree with building out the kerbs and consequently narrowing the road width approaching the roundabout, as it is already tricky getting through the</p>	Mary-Clare Delahunty

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ID	Travel mode	Do you have any comments on what is proposed at this intersection?	Full name
	Run	<p>intersection/roundabout with the current road width.</p> <p>I agree with installing sharrow markings to indicate that cyclists and vehicles share the lane. Most experienced cyclists will ride in the middle of the lane approaching a roundabout (instead of to the left) to avoid being squeezed out by cars anyway, but it would be good to have road markings to indicate that cyclists and vehicles share the lane.</p> <p>I don't agree with diverting cyclists off the road and onto the footpath into other pedestrians. Most cyclists would ride on the road around the roundabout and not divert up onto the footpath. If a cyclist cannot negotiate a roundabout without riding up onto the footpath then perhaps they shouldn't be cycling.</p> <p>I don't agree with removing the left turning slipway when coming down Dyers Pass Rd and turning left onto Cashmere Rd. This is already a tight turn for both cyclists and vehicles, and removing the slipway and building out the kerb will make it even tighter and more dangerous. You already have to slow down to turn left here, and making this corner a very sharp left turn will likely slow down traffic so much that it will stop the general traffic flow around the roundabout, and I think it will make it less safe.</p> <p>I agree with the proposal to install a pedestrian refuge island on Remuera Ave to make it safer to get to the shops.</p> <p>I agree with the proposed new bus stops.</p>	
49198	Vehicle Walk	<p>I live at [REDACTED] and the proposed change is going to make it difficult for me to enter and exit my drive way with the barrier extending past my driveway and the hairdressers drive way as well as the protocol pub.</p> <p>As I do understand the idea of raised safety bumps and pedestrian crossing, I believe this will pose a big risk as cars will still speed around the corner and either have to slam on the breaks to stop for a pedestrian with other road users not paying full attention and rear ending the other car, potentially pushing the car forward and hitting the pedestrian or they could not be paying attention and run the pedestrian over. This would also cause a back up around the roundabout. not allowing other cars through as cars would stop in the middle of a roundabout. I am also concerned about the speed bump going up dyers pass and this would put strain on a lot of cars, causing people to accelerate more and end up speeding. (The sun in the morning is winter is in an awful spot heading north on colombo street and could make this very dangerous) it is not an ideal or safe spot for a pedestrian crossing</p> <p>I think this roundabout should be replaced with a set of traffic lights. this would make it much safer and controllable, especially with schools nearby. Having a raised bump coming down the hill to slow motorist down ensuring they can stop for the light and having plenty of warning that lights are ahead. Or much like the Lincoln Road intersection, making speed humps at every point.</p> <p>Motorists still have to slow down and stop for a roundabout, so why not get them to slow down and stop for a red light.</p> <p>This would also make cycling safer as there are multiple accidents a year with cyclist getting hit of their bike from people thinking of a roundabout as a place where you dont need to stop where as a matter of fact you do.</p> <p>Another suggestions is have a pedestrian crossing down further by the ray white and Taste @ Twenty where there is a middle barrier currently. This would make it safer for school children and bus users or general public to access the shops, as well as the proposed pedestrian crossing own remuera street which is a good idea.</p> <p>Lowering the speed limit during school hours with signage that there is a school down Colombo street is a MUST! This would make motorist more aware of the traffic lights outside the school. I have witnessed a large amount of cars run a red light and have seen WAY TO MANY close calls with children seconds away form being run over.</p>	Yazmin Miles-Watson
49205	Vehicle Cycle Walk	<p>It looks like you are sending the cycle traffic onto the footpath</p> <p>You know most cyclists will ignore that and stay on the road</p> <p>So how about you plan for that ?</p> <p>Sure make it an option for slow and cautious cyclists with a ramp but if you try to make a new rule you just make outlaws out of people who normally follow the rules</p>	Jon Malis
49209	Vehicle Bus Walk	<p>When walking I am very aware of and grateful for the way motorists frequently stop and wave me over when I am standing on the mid road island. I support the raised safety platforms. I consider the roundabout speed for cars and bikes needs to be reduced to 30kph. I do not consider the addition of extra bus stops warranted. Folk wanting to change between orbiter and route 1 bus can do so at TPMH stop.</p>	Vivienne Boyd
49213	Vehicle Cycle	<p>Do no do the stupid raised intersection. It makes for worse congestion on a already horrificly congested road (like Lincoln rd horrible intersection now) you will get terrible drivers making it a nightmare on Colombo peak traffic. Waste money else where please. Like fixing roads that need it</p>	Cale Hunter-Stewart
49276	Vehicle Cycle Walk	<p>I strongly support this plan. I agree that vehicles travel too fast- often barely slowing. My only concern is that the bus stop on Centaurus Rd, on the south side as the bus heads west, may obstruct thru traffic when bus at the stop.</p>	Jackie Broadbent
49297	Vehicle Cycle	<p>Fundamentally a roundabout is a series of T intersections with the lane circulating around the roundabout being the head of the T intersections. Although they have Give Way signs on each approach they are basically controlled by drivers on approaching roads giving way to any traffic approaching them from their right.</p> <ul style="list-style-type: none"> In this design drivers approaching, for example, on Cashmere Road (shown as a green car on the perspective diagram) are looking to their right for either traffic coming down Dyers Pass Road (shown as a cyclist on the perspective diagram) or traffic from Centaurus Road. The layout shows that a vehicle (the red ute) or vehicles could be stopped within the roundabout to give way to pedestrians or cyclists crossing Colombo Street. The green car driver, looking to their right may not see stopped traffic to their left as they won't be looking in that direction. This has high crash potential and therefore is a safety hazard. Also the red ute could be substituted for a stopped cyclist exiting the roundabout which would be even more difficult to see and far worse consequences from being rear-ended. 	Donald Cameron

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ID	Travel mode	Do you have any comments on what is proposed at this intersection?	Full name
		<ul style="list-style-type: none"> • The randomness of pedestrians and cyclists arriving at the crossing points across Colombo Street and Centaurus Road with right of way over all traffic exiting and approaching the roundabout on these roads, particularly in peak traffic hours, has the potential to cause severe delays to all traffic. <p>Other issues I can see with the layout as shown on the diagrams;</p> <ul style="list-style-type: none"> • Give Way approaches to the roundabout have got Give Way triangles located in non-complying positions (too far in advance of limit line) • Give Ways for cycle crossings have painted triangles but don't have Give Way signs (these are required) • The kerb build out for left turns from Dyers Pass Road onto Cashmere Road would be too tight for Heavy Vehicles. Unless this is an area that can be driven over by them. However drivers/riders of other vehicle will use this particularly at peak queuing times. <p>The existing roundabout is already over capacity and adding the extra complication of pedestrian and cycle crossings will greatly exacerbate all of the existing delays. I can see few safety benefits from this scheme but can see added safety problems.</p> <p>I would consider that Traffic Signals are the solution to this intersection. Signals will control all modes of transport using this junction including pedestrians and cyclists. Signals may be more expensive, however, they appear to be justified at other locations for pedestrian only (e.g. Thorrington School) and pedestrian/cycle facilities at other locations in the city.</p>	
49304	Vehicle Bus Cycle Walk	<p>I generally like the proposal. My concerns are with Remuera Ave.</p> <p>Removing 3 carparks for the busstop (while I like that) people will use Remuera even more to park and pick up their pizza etc. Event more so with the slowed down traffic, cars will use Remuera as a shortcut to Centaurus from Colombo (not usually the other way round). The increased traffic through Remuera is a big concern and either should be turned into a 30 zone or include 20k bumpers along the way. Remuera Reserve is used by many locals and families. A new playground was promised pre quakes and I hope will still be done one day. This could also suggest a 30K zone to be of benefit.</p>	Stefi Porter
49319	Vehicle Walk	<ol style="list-style-type: none"> 1. We have lived at [REDACTED] for 4 years and in that time, the only observations/measurements of traffic was a traffic monitor that measured at the beginning of Cashmere Road. This is an exceptionally busy intersection and by removing the 2 free turns -one coming off Dyers turning left onto Cashmere and the one turning left from Colombo onto the beginning of Centaurus-will only increase the queues and the lack of patience by motorists. This is likely to lead to rash decisions-remember the ad with the man and the wheel of chance!. Traffic backs up Barrington street waiting to turn left onto Cashmere Road. Cashmere Road backs up to the Cafe at the bottom of Hackthorne. Afternoon traffic backs up to Bowenvale heading toward the roundabout. I have not travelled down Dyers recently but I recall it being backed right up on school mornings. My partner bikes to work and avoids this intersection. With the proposed changes he is considering going back to his car as he does not want to be forced into traffic-especially motorists who have been waiting an interminably long time! The bus stop is too close to the intersection which will impede flow coming out of the intersection. The 2 small roads, Merlewood Ave and St Vincent Terrace are used more often than you would imagine. I have had to slow almost to a stop on several occasions to get around them. With the narrowing of the roads, this will also inhibit traffic flow. You should just put in lights and keep the free left turns as they are. Move the bus stop another 100 metres away from the intersection. Those poor people having to walk 275 metres to get the next bus! 2. Hi, yes I do. Considering how busy the intersection is as a main thoroughfare, how are the vehicles with sirens going to get through once you have bottlenecked it. <p>I'm not sure if you are aware how often they use that intersection. There will be no room for cars to pull over to let them through! Also, most of the Thorrington parents park down Remuera and Wherstead with their younger ones. I really only see the occasional group of Cashmere high students walking from Centaurus to Cashmere on the colombo st side. Once you make it so that cyclists and cars only have the one lane to share, it will be asking for disaster. Whose idea was this? Ridiculous.</p> <p>Wondering if rubbish thrown from the bus stop into our property becomes your responsibility?</p> <ol style="list-style-type: none"> 3. After our house burned down in the Port Hills fire, we were unable to build and found [REDACTED] One of the selling factors is that for a busy road with next to no parks, it was relatively quiet apart from the sirens. It also had car parks outside so we could park there when the children were home. Our neighbours also find those parks handy as well as delivery or pick up from the dominoes and burger wisconsin. Some protocol patrons use the parks as well. Were there more parks on our road, I would say fine to the bus stop [REDACTED] but there are not. And I do not want to have to walk 275 metres to my parked car if there is another car parked in the driveway. It is incredibly inconvenient to all around our immediate area to take away parks by providing a bus service we are quite unlikely to use. 	Sam Hopkins
49324	Vehicle Cycle Walk	Strongly support	Will Miller
49380	Vehicle Cycle	I am in support.	Luke Cairns
49383	Cycle Walk	<p>Thanks for the opportunity to submit on these changes - overall, the proposal looks fantastic!</p> <p>However, there's a few changes I'd like to see. Please refer to the attachment for each feedback number.</p> <ol style="list-style-type: none"> 1) Instead of a shared path, can the corner at Protocol Restaurant please be separated. There's enough space for a dedicated cycleway here, with a kerb ramp near Dominos, and a connection to the crossing. 	Adam Lines

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ID	Travel mode	Do you have any comments on what is proposed at this intersection?	Full name
		<p>2) Similarly, can the corner at Protocol be painted green, between the grass and proposed buffer.</p> <p>3) Can a separated cycle lane please be fitted into the Cashmere Road to Colombo St turn. By slightly reducing the width of the median island, it'll: (a) make this corner much easier for cyclists; (b) give some Dutch-style priority to cycling, and; (c) make a logical connection to the proposed cycle crossing outside of Protocol.</p> <p>4) Can the proposed refuges on Cashmere and Dyers Pass please have zebra priority added, for consistency with the other crossings. My grannie used to cross Cashmere Road here, and would always struggle to identify gaps in the traffic - a zebra would be fantastic!</p>	
49386	Vehicle Bus Cycle Walk	<p>I agree with the raised safety platforms to try to slow approach speeds into the roundabout but keep traffic flowing.</p> <p>I think the idea of having pedestrian crossings so close to the to the roundabout is stupid. They need to be moved further back up Colombo Street and Centaurus as they will disrupt traffic flow and someone will get run over. There will be too mich going on too close to the roundabout with their current position.</p>	Nick Horswell
49388	Vehicle Walk	<p>Having lived on the hill (Dyers Pass Road) for 45 years, this intersection has become much busier (and more dangerous as west-bound Centaurus Road takes it as their right to speed through).</p> <p>The solution is NOT to NARROW the road, especially on the downhill Dyers Pass Road, and much as I hate to say it THE ONLY REASONABLE APPROACH is to have a TRAFFIC-LIGHT controlled intersection: this is the intersection of two major routes.</p> <p>The morning traffic jams descending Dyers Pass Road often all the way back to Cracroft Terrace in the mornings is made intolerable by the Centaurus Road traffic.</p> <p>Your suggested "improvements" do nothing to alleviate these problems.</p>	Dr Peter & Mrs Laraine Sharr
49391	Vehicle Cycle Walk	<p>I appreciate your concern for safety - it's everyones' concern, but slowing traffic down even more than it already is would invite serious road-rage!! Have you seen the intersection early in the morning and later at night when workers are trying to get to work on time or home? Traffic is often backed up for a kilometre or more in each direction.</p> <p>There are TWO things to be concerned about - safety, AND moving the traffic on. Considering one without the other would be a big mistake!</p> <p>Sounds awfully meaay, complicated and inconvenient. I suggest that you just install lights.</p>	Irene Frost
49392	Vehicle Cycle Walk	<p>Agree that upgrades are required to make this intersection safer. Proposed changes appear good. Consideration should also be given to nearby intersections, e.g. Bowenvale Ave - Centarus Ave, and limiting traffic / traffic speed through Beckenham loop, and Remuera Ave.</p>	Richard Scott
49393		<p>Supports the new bus stop locations.</p> <p>Concerned about the narrowing on the approaches to the roundabout.</p> <p>Enquiring about what happened to a pedestrian refuge island proposed on Cashmere Road at approximately #17</p>	Mary Noonan
49394	Vehicle Cycle Walk	<p>I think this is a terrible design and will actually make the problems much worse, not better. The focus of this design seems to be the reduction of speed. This is not the real problem. The issue is the roundabout itself. It's not efficient when more traffic is concentrated in a particular direction. Note the ques of traffic in the mornings (particularly downhill on Dyers Pass Rd). This causes frustration and makes people take small gaps in traffic that they shouldn't. There needs to be lights at this intersection with free turns to the left to reduce ques and move traffic through all directions in a balanced way. The small number of people that transfer buses does not justify losing more parking spaces. There is already limited parking in this busy area and the cars that are slowing while looking for a park will make things worse if you take away more spaces.</p>	Nick Mallia
49395	Cycle	<p>As a regular cyclist through this intersection, I believe this will make navigating the intersection more dangerous and less convenient for cyclists.</p> <p>For example- coming down Dyers pass road, under the new arrangement, cyclists are forced into the same lane as cars. In the morning peak, this will mean cyclists are backed up with the cars, and have less room to filter through on the left, as they can currently.</p> <p>By forcing bikes to queue with cars, this is likely to increase frustration of drivers, with the perception that they are 'being held up' by cyclists. Cyclists get enough grief on the road with inconsiderate motorists, without them becoming even more of a target. currently, cyclists can enter the intersection side-by-side with vehicles, e.g. straight ahead into Colombo St. This will be more difficult and dangerous with the new arrangement for two reasons: First, without the slip-lane onto Cashmere Rd for left-turning vehicles, cars will be turning left at the roundabout itself. Bikes will no longer be able to wait to the left of cars and move into the intersection at the same time as a vehicle. Secondly, with the roadspace reduced within the roundabout, it would be dangerous for a car and bicycle to go straight ahead, side-by-side as they can currently.</p> <p>Elsewhere in the design - having cyclists leave the road surface, and then cross a side road also has the potential to create confusion and conflict with cars. Drivers will be most focussed on safely entering and getting through the intersection, but may be immediately confronted with a crossing cyclists on the side-road they are entering. Bikes move much more quickly than pedestrians. With the bike "crossing lane" immediately adjacent to the pedestrian crossing, cyclists may think they have right of way, and thus enter the road surface at speeds that car drivers may feel difficult to react to. If cycles stop and give way at each crossing, it will take them much longer - perhaps minutes - to navigate the intersection (taking them off the road and making them corss lanes means they lose priority, compared to being on the road surface itself, following the same rules as the cars)</p> <p>Of the main points:</p> <ul style="list-style-type: none"> • Raised platforms. Support • Narrowing on approach. Do not support. Forces cars and bikes into conflict • Removal of slip lane from Dyers Pass Rd to Cashmere – don't support. Creates a danger with cars turning left across cyclists at the round-about 	Graeme Woodward

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ID	Travel mode	Do you have any comments on what is proposed at this intersection?	Full name
		<ul style="list-style-type: none"> • Cyclists leaving road and re-entering across side road – don't support. Creates a danger point at each crossing, and forces bikes to lose priority and take much longer to negotiate intersection at busy times. • Pedestrian cycle crossings – dangerous. Ambiguous if they have the status of a pedestrian crossing. Cyclists can move much more quickly than pedestrians and appear out of nowhere • Central lip – do not support. May narrow space on roundabout for cyclists • Central island on Remuera – good. <p>Overall - this is an over-engineered "solution", which creates more problems than it solves. Please reconsider. I believe the single best thing you could do to improve this intersection for cyclists would be to widen and add a bike lane on the approach to the intersection down Dyers Pass Rd, from around the point of the 90 degree right bend about 150m back from the intersection. Painted green and well signposted. Raised thresholds, and anything that could be done to (slightly) reduce the grade at the immediate threshold to the intersection, approaching from Dyers Pass Rd, would also be an advantage.</p>	
49396	Vehicle Bus Cycle Walk	Very impressed with safer crossings planned & especially useful for school children & seniors. Extra Orbiter stops will be really appreciated.	Rose Catley
49398	Vehicle Cycle Walk	<p>At peak times the volume of traffic is large. Getting off the hill can take 10 minutes and is very dangerous playing cat and mouse. Some bypass by going along Cracroft Tce and down Merlewood which makes it harder for those waiting. Coming back is equally dangerous. The current system is ok when light flow Lights please! The volume of traffic is the issue.</p>	Penny O'Connell
49399	Vehicle	I do not think blocking off the lane coming down Dyers Pass road and turning left will work, we need to find a more manageable way to get cars Colombo Street and Dyers road, Narrowing the road will make things harder for bikes and cars.	Leeanne Campbell
49400	Vehicle Cycle	Being one of the silly cyclists who loves to ride up and down dyers pass, entering dyers pass the south leg looks to be pushing cyclists onto the shared path which then doesn't become a shared path around to Dyers pass. Looks as if shared path link is missing along the south western side of the roundabout. Travelling down Dyers pass by bikes is already steep enough at the intersection with the inclusion of RSP please make sure there is a safe solution for cyclists to bail out if required on that gradient. Unsure where the shared path outside of Dominos Pizza heads either.	David McCormick
49401	Vehicle Cycle Walk Other: Motorcycle	<p>GENERAL COMMENT: This is a congested roundabout, but mainly at school drop off, pickup and during rush hours. At other times it generally seems to work ok. I believe every attempt needs to be made reduce congestion at these peak times, not to increase it - especially by proposing pedestrian crossings close to the roundabout exits - this is more dangerous for everyone!! Perhaps traffic lights, with turning lanes could be considered as an alternative although I do not think the road has the width for this?</p> <p>More specific comments: • Raised safety platforms on all four approaches to the roundabout. => Have no issue with this as it will encourage speed reduction on entry to roundabout. • Widen the existing pedestrian refuge islands and add zebra pedestrian and cycle crossings on Colombo Street and Centaurus Road to create safer crossing points. => DEFINITELY NOT FROM BOTH POINTS OF VIEW!!! From a pedestrian point of view and experience in Palmerston North & Picton, pedestrian crossings close to roundabouts are way more dangerous for pedestrians and increase the risk of injury and collisions. I have almost been hit as vehicles approaching the roundabout are focused on other vehicles entering from the right (or on vehicles about to entering in front of them on the left) and can easily miss pedestrians. From vehicle point of view it inhibits traffic flow – from the pictures, even 1 car stopped for a pedestrian will block the roundabout it for other traffic and increase the risk of nose to tail accidents. There are already pedestrian refuges PLUS a full light controlled crossing outside the school! When we go walking, many motorists already allow us to cross from the refuges as courtesy and we do the same for pedestrians when we are driving. • 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. => Do not agree. Unnecessarily inhibits flow by removing the ability for left turning traffic (incl. cyclists) to pass through in parallel with straight or right turning traffic. • Build out the kerb on Dyers Pass and Cashmere Road to slow vehicles turning left into Cashmere Road. => Do not agree. As above - unnecessarily inhibits flow by removing the ability for left turning traffic (incl. cyclists) to pass through in parallel with straight or right turning traffic. • Install a new pedestrian refuge island on Remuera Avenue at the intersection of Colombo Street, making it safer to cross here.</p>	Teri Carter

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ID	Travel mode	Do you have any comments on what is proposed at this intersection?	Full name
		=> Support this. New bus stops. <ul style="list-style-type: none"> • In the current parking bay outside 5 Centaurus Road. => Do not agree. It really is not that far to walk. Unnecessary reduction of carparks is unfair on residents living adjacent. <ul style="list-style-type: none"> • Opposite 7 Centaurus Road. At this location the bus will stop in lane. => DEFINITELY NOT! Bus needs to be able to pull off the traffic lane for any stop so as not to inhibit traffic flow. This is a busy commuter route. The Idea should be to make it easier, not more difficult. There is already an existing stop with shelter 100m or less back on Centaurus Road.	
49403	Vehicle	Stop interfering in the flow of traffic. Narrow roads, building obstacles is all you can think of. Your proposed design will grab attention but people will not be bale to watch the roads for all the crap and obstacles you are putting in peoples way.	Andrew Mckay
49404	Vehicle Cycle Walk	A pedestrian crossing(s) as you exit the roundabout. Very dangerous. VEEEERRRRYY BADD IDDEEEAAA. Drivers will be impatient during rush hours and this doesn't solve traffic congestion	Sagar Patel
49405	Vehicle Cycle	I would like to comment from a cyclist's perspective. When turning left from Colombo Street to Centaurus road I use Remuera Ave and when turning left from Cashmere Road to Colombo Street I use Thornington Road. Both these alternatives I use primarily for safety rather than cutting distance. When cycling through the roundabout, it is normally to do a right hand turn from Colombo Street to Cashmere Road. My standard procedure is to move out of the cycle lane opposite the Thornington shops and position myself in the middle of the roadway. Staying on the left past the shops puts me at risk of being cut off by a left turning motorist. Although most motorists are courteous, it is still nerve wracking being in the middle of the roadway. I support the Council's proposed changes, anything which makes it safer and more convenient for pedestrians, cyclists, and bus users is worthwhile. However I do have misgivings about narrowing the roadway and using sharrows. Several years ago, this was done on Colombo Street between Lichfield Street and The Square, and as a cyclist I found it dysfunctional. There were usually a lot of motor vehicles which meant that the sharrows were completely obscured and it was very difficult to find a place between vehicles so that I could ride in the middle of the road. Furthermore I suspect a lot of motorists wouldn't understand what sharrows were. Consequently I would have to use the very narrow space on the left between the cars and the kerb. It was hazardous so in the end I gave up cycling on that stretch of Colombo Street. There is no perfect solution for the roundabout but I would prefer that for cyclists, the status quo is retained in preference to a narrowed roadway and sharrows.	John Easton
49407	Vehicle Bus	Without further details my opinion is that lights would be an easier and more efficient way to make this intersection safe without the loss of car parks. To me it looks a cumbersome exercise. This intersection has needed some attention for many years now and with a little thought I am sure a better solution could be found than the proposal now put forward,	JILL O'MALLEY
49408	Vehicle	I am a regular user of this intersection. What is proposed, a revamp of the existing, will not improve safety at all. The biggest safety issue is driving along Cashmere Road and then crossing or turning up Colombo St. It is almost impossible to safely see if any vehicles are coming, at speed, down Dyers Pass Road, because of the acute angle that Dyers Pass is at. Driving a vehicle with a large B pillar makes visibility very restricted. The only safe option is to install traffic lights. With all traffic, including cycles, using a single lane, there will be no need for the "forest" of lights that are installed at other intersections. There is already a "Slow Down" warning on Dyers Pass. This would just need to be changed to reference the lights/queue. Overhead lights, as used in other countries, will make this affordable. Your traffic engineers should drive through this intersection a few times to experience what I mean. Thank you.	Peter Macdonald
49409	Vehicle Bus Walk Other: e-scooter	Overall I support the proposal and look forward to being able to cross the intersection more safely. I have concerns about two specific features which I believe are counter productive, i.e will increase the danger to users rather than reduce it. 1. Shared use footpath outside Protocol. For pedestrians it is quite a challenge crossing Centaurus Rd North towards Protocol. I in order to make a decision about when it is safe to cross you have to monitor vehicles from at least two directions, Cashmere Rd and Colombo St, sometimes three directions including Dyers Pass Rd when traffic flow is light and cars are travelling through the intersection faster. If the Protocol corner becomes a shared use footpath including cyclists and e-scooters it doubles the complexity for pedestrians. Instead of stepping into a safe zone after the risky Centaurus Rd crossing pedestrians will be stepping into a new traffic flow, potentially in two directions. Aggravating the problem this corner easily has the most foot traffic, especially school children, and it's a blind corner. I suggest removing features that indicate shared use on this corner, especially so as not to encourage cyclists from Colombo St using the footpath as a shortcut to avoid the roundabout entirely. 2. New bus stop on west side of Centaurus. There is already a visibility problem exiting from Merlewood Ave into Centaurus Rd because of the curve in the road and vegetation. A bus parked in this bus stop will make it a lot worse, and create a major visibility problem for vehicles exiting St Vincent Tce I imagine. Be aware that traffic exiting Merlewood Ave quadruples in the morning rush hour as Dyers Pass Rd drivers use Merlewood as a shortcut to avoid the roundabout which backs up at that time of day. Also, the road is wide enough at this location for cars to safely pass a stationary bus. Inevitably some impatient driver will swing around the bus onto the wrong side of the road just before the blind corner and cause a head on collision. It will also create a real hazard for cyclists trying to get around the bus exposing themselves to being hit from behind. I suggest moving the new bus stop 30m further back along Centaurus where the road is significantly wider and the curve of the road is favourable for driver visibility.	David Christie
49410	Vehicle Walk	I'm worried about the impact this change will have on Remuera Ave, where I live. currently when the round about backs up people race down Remuera Ave to get "ahead" of the traffic.	Felicity Hull

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ID	Travel mode	Do you have any comments on what is proposed at this intersection?	Full name
		Remuera Ave is already very busy at school drop off and pick ups which is impacted further by having parking on both sides of the street, making it pretty much one lane. Add in the faster drives to beat traffic and kids crossing- this is very dangerous. Speed bums and other discouraging factors to the street would make it safer for the kids to prevent the speeding traffic	
49411	Vehicle Cycle Walk	As a resident living on Remuera Ave I am concerned that the planned roadworks will increase traffic flow through our street at peak times. There appears to be no plan to discourage traffic traveling south from turning left off Colombo Street into Remuera Ave, trying to avoid further congestion that the narrowing of the intersection will create. I would like to see a plan to address the inevitable rat running through Remuera Ave.	Jason Hull
49413	Vehicle Cycle Walk	Submission attached	Jim Young
49414	Vehicle Cycle Walk	The idea is right and thank you for seeking to improve safety of our neighbourhood. To the novice, this looks incredibly over engineered and busy. I don't feel the crossings right on the intersection are necessary, if anything I think this could cause more injury and certainly more congestion at peak times. There would simply be too much stimulus and things to look for as your looking to exit the roundabout in a car. I agree some form of pedestrian crossing is required on cashmere road to safely cross to Dyers but further down may be a better option.	Leon Head
49415	Vehicle Bus Walk	I support these improvements. The painted raised crossings at all intersections and removal of the slip lane on dyers pass will make me feel safer at this intersection. I have seen many close calls cars, pedestrians and cyclists at this intersection. Thank you for taking action to save lives. I would like a cycle shared marking on the east branch of centuries too. Cyclists will be merging here too even if they are given a bike lane. I don't think the ability for large vehicles to turn from dyers should be considered. They should not be encouraged to travel on centurus Rd. Vehicles can take a different route along major roads like columbo. If needed they can take the 450 degree right turn like the B line used to do.	Katie Simpson
49416	Vehicle Cycle Walk	We are generally supportive of the proposed intersection improvements for the Cashmere Rd, Colombo St, Dyers Pass Rd and Centaurus Rd intersection. Pedestrian and cyclist safety at this intersection has been of concern since moving to the neighbourhood three years ago. We have particular safety concerns for pedestrians crossing Cashmere Rd and Dyers Pass Rd given the existing design does not comprise a safety platform on these legs of the roundabout and visibility of cars approaching the intersection is poor on some angles. This is particularly evident when crossing Cashmere Road north bound and trying to see cars approaching from Dyers Pass Road. As daily cycle and pedestrian users of this intersection we strongly support the proposed raised safety platforms on all four approaches and look forward to their installation. We also support the proposed pedestrian refuge island on Remuera Avenue. This crossing features a high volume of pedestrian traffic and is used by lots of children to access Thorrington Primary School and the general public to access the shops. The proposed change will significantly improve the safety of crossing this intersection and we consider it important given the proposed roundabout upgrades as notified are likely to increase congestion on Remuera Road (removing the informal left hand turn from Colombo St to Centaurus Rd will result in less vehicles being able to travel through the roundabout in a given period and likely result in vehicles trying to avoid the main intersection). We support the shared space outside Protocol to allow for safe cycling turning left from Colombo St onto Centaurus Rd. We also support the proposed widening of the pedestrian and cycle crossings of Centaurus Rd and Colombo St and their proposed space demarcation. At present cyclists and pedestrians crossing Colombo St experience conflict in peak hours. We also support the locations of the proposed bus stops on Centaurus Rd including the removal of the three car parking bays. We have some concerns with the proposed zebra crossing inclusion in the roundabout design even though we appreciate that their provision will prioritise active modes (something we support). The zebra crossings on Colombo St and Centaurus Rd are very close to the roundabout and we are concerned these won't be seen, observed and potentially cause congestion and driver frustration. To our knowledge the proposed design seems an uncommon layout with drivers likely to be unfamiliar with and not expecting these crossings upon exiting the roundabout. We question whether these legs of the roundabout should simply be served by safety islands to ensure pedestrians do not get complacent when crossing and assume all cars will stop given they are on a zebra crossing. This would also ensure in peak traffic that the roundabout does not get blocked as a result of pedestrian crossing activity. We are also concerned that the narrowing of the vehicle approach on Colombo St will remove the ability for the existing informal free left hand turn to continue. While not formally marked this turn currently works to reduce congestion at the roundabout. Removing it is likely to cause delays and driver frustration. Could the design be modified to accommodate a free left hand turn?	Michelle and Mike Anderson
49418	Vehicle Bus Cycle	The investigation found this roundabout A HIGH RISK so INSTALL LIGHTS!!! INSTALL LIGHTS!!! INSTALL LIGHTS!!! The bottom of a hill and it has a roundabout, that seems stupid mainly because the majority of people whether cyclists, cars or motorbikes DO NOT KNOW HOW TO ENTER OR LEAVE A ROUNDABOUT SAFELY!!! Road rules mean nothing when no one seems to know how to follow them. End of story. 27 incidents in 10 years is a low percentage, why are most of those cyclists? Cyclists do not need a WOF or Rego to be legal on the road, yet pouring money into a minority road user, somehow does not seem fair when roads are still in decline & shoddy around Christchurch. YES, do the only thing needed INSTALL LIGHTS, it all smacks of vehicles being the baddies of road users. I witness cycle & scooter users not adhering to road rules, hardly a glance to the right or left and causing close calls with motorised vehicles, who gives the birdie? Cyclist or scooter user. I have also seen the outcome of traffic management with street	S. McDonald

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ID	Travel mode	Do you have any comments on what is proposed at this intersection?	Full name
		<p>furniture/enhancements causing congestion at lights and intersections, as traffic flow no longer seems to account for road users even light signals are not favourable with short time spans, what right arrows there are, are not in sync</p> <p>All about walkers, cyclists, scooters. Let them share the oversized foot paths you make while reducing the road space making it more frustrating (causing road rage is down to your designers) for commuters in cars. I know you think "zero", sheesh what bullshit, you are lying to yourselves as this is far from a perfect city, country or world and the council and road management are living proof of getting it wrong with budget blow outs plus.....</p> <p>I think you need to also look very carefully at Opawa & Ensors Roads roundabout.</p>	
49419	Vehicle	<p>This proposal has obviously been done by someone who does not use the roundabout at peak times.</p> <p>Blocking the left turn before the roundabout coming down Dyers pass Road will increase the tailback up Dyers Pass Road considerably.</p> <p>As it is in the morning the tailback can be upwards of 15 minutes some week days, at peak times and at weekends as well.</p> <p>Putting the zebra crossings so close to the roundabout will increase the blockages on the roundabout, increase divers frustration, and will likely lead to greater number of accidents, as the roundabout becomes clogged as vehicles will be unable to exit, especially off the roundabout and onto Colombo Street.</p> <p>Raising the road has not slowed traffic in Riccarton, if anybody has taken the time to go and observe, it is just another waste of money which has not achieved anything.</p> <p>People from Lyttelton/ Governors Bay area do not have access to public transport, this is one of the two main routes into town from over the hill, which will be clogged.</p> <p>If you want to make an improvement then making the roundabout two lanes would increase the flow of traffic immensely as all left turning traffic would be able to move swiftly through, leaving the centre lane for traffic going further round the roundabout.</p> <p>This is an expensive plan which will lead to massive frustration, and the very strong possibility of a greater number of accidents.</p>	Susan S
49420	Vehicle Cycle	<p>I'm a Civil Engineer (large national and international consultancy) and also involved in major transportation projects for many years including CCC. This makes complete sense. I use Hackthorn when driving and Dyers (generally) cycling. It is an extremely dangerous roundabout for all users but the vulnerability of pedestrians and cyclists and exposure increases here. You will get push back about congestion and time it takes to get through the roundabout but, in a localised, area like this safety should always take president. Keep up the good work. Simon Robertson, [REDACTED]</p>	Simon Robertson
49421	Vehicle	<p>So I'm confused why zebras or crossings would be so close to a roundabout. Given you shouldnt stop on a roundabout, a car coming down dyers for eg and wanting to go right onto Centaurus would need to first check its clear from the right to enter then check if the crossing (after to exits) is in use or about to be used, that a car has not entered ahead of you or about to enter the roundabout agead of you meaning you are stranded and blocking entry or exit while the person has finished crossing. Seems to be far too much going on. I am an experienced driver, travelling over most days for 28 yrs. At peak times especially this could be bith dangerous, disrupt flow and be a logistical nightmare. Have rarely seen pedestrians crossing the road here, asking for trouble, theyde need eyes in the back of their heads. Far better cross away from a roundabout on a safer, straighter stretch. There is one closer to the school already I believe which makes sense and one further down centaurs which could be closer if necessary. I appreciate all parties need to be catered for but this is super complex. Human error or misjudgement has to be taken into account. I do agree change may be required but needs all heads together to reach the ideal solution. Dont think this is it yet.</p>	Donna Beckett
49422	Vehicle	<p>The crosswalks are way to close the roundabout. It looks like one car will stop and the second will hold up traffic in the roundabout on all areas. If you take out the free turn to Barrington, you back up traffic on dyers even more. Traffic lights are a better option</p>	Debl James
49423	Vehicle Cycle	<p>The proposed change will create massive cues up Hackthorn in the mornings, it will cause traffic jams and if anyone crosses the cross walk given there is only space for one car if they have to stop for pedestrian, and</p>	Jeff James
49424	Vehicle	<p>I think the pedestrian crossings so close to the intersection will cause so much more congestion than there is already at peak traffic times. Especially on the Colombo street intersection</p>	Josh Fletcher
49425	Vehicle Cycle	<p>I don't think the raised sections are a good idea, it would slow the flow of traffic down, nog necessary make it safer but create more congestion. I like the bicycle ways but don't understand the flow over into the pedestrian areas and then back onto the road? (from Centaurus road looking west). Have you looked at any designs used in Holland? We have many roundabouts with lots of cyclists and pedestrians using the roundabout as well as heavy traffic. See attached photos.</p>	Sabine Frielink
49426	Vehicle Walk	<p>Any reduction in roading space would only cause further congestion/delay and danger to all forms of transport, cars, cyclists pedestrian.</p> <p>Bus stops, cycle lanes and stop lights would also result in the same outcome due to limited roading space.</p> <p>Simply place "Extreme caution" signs at all entry/exit points in the most appropriate form of media for all forms of transport.</p>	Alistair Bean
49428	Vehicle Cycle	<p>Please consider upgrading this to a controlled intersection with traffic lights - it is the safest option for the volume and complexity of traffic using this intersection. The proposed changes will compound the existing problems.</p> <p>I live up the hill and use this intersection several times daily, including during rush hours. I have serious concerns about the proposed changes, these will add to congestion and increase frustration and risk-taking by motorists, cyclists and pedestrians. It is already a very congested intersection, especially at rush hour in the morning when there is often a build-up of traffic trying to get off the hill that sometimes extends well up towards Cracroft Terrace. The unequal traffic flow compounds this problem, with few vehicles coming up the hill in the morning to break the traffic flow from Centaurus Rd. Traffic coming off the hill must wait until a vehicle cuts across the Centaurus Rd flow and this can lead to driver frustration and risk-taking. It is particularly problematic for timid drivers.</p>	Marie Hill

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ID	Travel mode	Do you have any comments on what is proposed at this intersection?	Full name
		<p>Narrowing the lanes, and having shared lanes for vehicles and cyclists will slow traffic even more. Removing the left turning lane from Dyers Pass into Cashmere road will also add to the congestion. Although the issues described are primarily of concern at work and school times, driver behaviour (hesitancy and risk-taking) at the roundabout can occur at any time. It is also dangerous for cyclists who are difficult to see as they come fast around the hill and are not visible until just before they enter the intersection, often at speed. The options for getting off Cashmere hill are limited, with only two uncontrolled intersections, Dyers Pass Rd or Hackthorne Rd. As Hackthorne Rd is difficult to exit turning right at busy times, Dyers Pass Rd is really the only viable alternative for all the residential traffic from Cashmere hill, plus traffic coming over Dyers Pass from Governors Bay and Lyttleton harbour. Traffic lights were installed at Hoon Hay/Worseley Rd intersection, however, Cashmere hill has more residents, as well as through traffic from the harbour, school traffic (coming up and back down for Cashmere Primary), recreational users at Victoria Park, Summit Rd and there is also access to Christchurch Adventure Park. Please consider upgrading this intersection to a controlled one with traffic lights, as it would be the fairest and safest option for cyclists, pedestrians and motorists.</p>	
49429	Vehicle Cycle	This is a very busy and dangerous intersection. I would like to see traffic lights put in place.	Vanessa Brooks
49431	Vehicle Cycle	This overwrought design looks like it will only make things worse. In fact, it looks like it has been INTENTIONALLY designed to increase congestion and accidents. The only thing that would make it more of a clusterf#*k is if you decided to put a kid's playground in the middle of the roundabout. Just put lights in. Seriously, this looks like the living embodiment of the saying 'design by committee'. Omnishambles.	Matthew Rout
49433	Vehicle Walk	<p>Yes, I was on the Cashmere Residents Committee (Seeding Com). We met at Robin Allardyce's home in MacMillan Ave. This involved checking traffic photographing number of cars, traffic. It appeared that those coming down Dyers Pass Road were disadvantaged. At several points cars were waiting going up hill near to the church. It was frustrating for workers and others. My advice was at the time to change the roundabout to a lights system. There has been ongoing confusion and at times anger and I recall an accident with an angry cyclist trying to push through was hurt, it is a steep piece of road. I was a bit disappointed at the time that although my research was thorough the problem has dragged on. I also note as the Patron of the Cashmere Garden Club a traffic policeman spoke to our club and pointed out the difficulties with this roundabout. It is quite simply really and I look forward to a lights system which would be fair in your work. Good luck with your work Anne.</p>	Jennifer Barrer
49434	Vehicle Bus Cycle Walk	<p>As a regular user of this roundabout I know the actual problem is the unequal traffic flows which can only be solved by the installation of lights. The proposed solution of making the approaches single lane will only make the flow worse. As a cyclist I wish to have my access down the inside lane preserved. I do not want to join the queue of cars. I totally object to the realignment of the turn from Dyers Pass into Cashmere Rd. Its a slow careful turn now and reducing the radius will make it impossible to navigate. Apart from the totally unrelated repositioning of bus stops I regard the plan a total waste of money.</p>	Richard Dowie
49436	Vehicle Bus Cycle Walk	<p>With the proposed changes to the roundabout, consideration needs to given to the build-up of traffic along Centaurus Rd & Cashmere Rd at different times of the day & days of the week. This is due to the Colombo St roundabout not having an even flow from all directions. The build-up of the traffic along Centaurus Rd banks up back to be pass Bowenvale Ave & the other way to the round about at Barrington St. In my case this put pressure on residents leaving Bowenvale Ave & making a turn or going straight across Centaurus Rd. The maneuver to get into Centaurus Rd is dangerous & can put cyclists at danger, even while in the cycle lane. A frustrated motorist could cause more problems on their journey across the city.</p>	Wayne Kay
49437	Vehicle Walk	<p>Absolutely crazy having pedestrian crossings almost on top of the roundabout. Absolutely crazy choking the entrances to the intersection when there are already significant backlogs of traffic at peak times - in all directions. Leave the intersection as is or add traffic lights (without choking lanes) - possibly even traffic lights that only operate at peak times.</p>	Linda Harrison
49440	Vehicle Bus Walk	<p>I live in Governors Bay. One of the main routes in and out of the city for people who live here and beyond is via the Cashmere, Colombo, Dyers Pass roundabout. I do not support the proposed changes for the following reasons:</p> <ol style="list-style-type: none"> 1. Unsafe left turn The turn from Dyers Pass to Cashmere Road is very sharp and is being made more tricky to negotiate by these changes. 2. Increased congestion, travel times and pollution There is already congestion at peak times with tail backs e.g. between the Barrington St roundabout and this one. The following will make these worse: <ul style="list-style-type: none"> • The left turn lane from Dyer Pass to Cashmere Road is being removed, so fewer vehicles can get through here. • Other entries to the roundabout are being narrowed so fewer vehicles can get through • All roundabout entry/exits will have a pedestrian crossing. This is likely to cause the roundabout to be blocked up more often at peak times. <p>Whilst it is arguable that reducing the speed of vehicles through the roundabout will reduce injury due to collisions, I don't believe this is the best place for this measure. Also stress and pollution brought on by congestion cause injury too. Instead, please consider installing a roundabout at the Hackthorne Road, Cashmere Road intersection. This will make it safer and easier to turn right onto Cashmere Road at busy periods, and give an alternative to the Cashmere/Columbo intersection for people coming down the hill.</p>	Alice Johnson

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ID	Travel mode	Do you have any comments on what is proposed at this intersection?	Full name
49445	Vehicle Cycle Walk	<p>We very much appreciate that this intersection is going to be improved, however the sheer volume of traffic using this intersection, including recreational walkers and cyclists like myself, would justify traffic lights. It will be a waste doing safety improvements of this extent here when it will need to be upgraded to lights in the near future (in fact it needs lights now).</p> <p>If the changes proposed do go ahead instead of traffic lights, our main concern is the change to the left turning lane from Dyers Pass Road. It is already a very sharp and steep turn. These vehicles are very slow and cautious from my observation- it is not a corner they can take quickly. The proposed changes will make it extremely difficult for left turning cars, which will at turn put pedestrian and cyclists who are crossing cashmere road from the dyers corner at risk.</p>	Jenny Hawke
49446	Vehicle	<p>It is my experience that drivers in NZ do not yet accept the roundabout as a neutral zone for traffic mingling. The Centaurus cross flow is predominant at peak times and they frequently fail to slow at all.</p> <p>Tail backs are already 100m's in peak times in most directions. Cyclists have no problems synchronising with vehicles.</p> <p>Putting in pedestrian crossings on the roundabout approaches would seem to provide no more facility over walking through stationary traffic that is already pedestrian sensitive. A crossing uphill on DP Rd seems to me a recipe for blocking the roundabout to through traffic.</p> <p>Joining the flow to city from DP Rd requires some sense of timing and enforcing "rights". Losing the left filter off DP Rd will further delay access to the roundabout, forcing traffic to take Hackthorn or a small steep residential road down to Centaurus.</p> <p>From my 40+ years of using this route constraining flow/access onto Colombo will increase tail backs to unacceptable lengths. Hackthorn and Colombo are the only routes to town and both are already congested in peak times.</p> <p>The Harbour Basin has increased residential and truck traffic in recent years. There are no bus services, or alternative routes for heavy / trade vehicles. There are no service stations there for fuel. The DP Rd road works have increased speed to town and arrival onto Colombo St. Forcing traffic to use Hackthorn will affect Rose St, Sommerfield St, and Barrington St traffic.</p> <p>Making provision for bus stops/changing buses is a different problem if the routes don't cross conveniently. How does blocking the approaches and exits to a space limited congested roundabout accommodate this? The traffic growth in the Harbour Basin can only increase from here, and it won't be from bikes.</p>	STUART BOULD
49447	Vehicle Cycle	<p>Usually by bike, I have little problem with this intersection currently. I believe the narrowing and sharrowing will make this worse for us cyclists, given many car drivers seem to have issues with bikes already u feel this will make them even more irate.</p> <p>The loss of left turning lane for Dyers Pass into Cashmere Rd will make the corner so sharp as to be almost impossible in the car.</p> <p>And this will create longer tailbacks on all the entries to this intersection, which can already extend back to Barrington St or the South Library on a regular basis...</p>	Richard Earl
49448	Vehicle Cycle Walk	<p>Main concern is whether there would ultimately be a need for traffic lights at this intersection and, the sharpness of the left turn for vehicles coming down from dyers pass road and turning left onto Cashmere Road. Judging by the images, the left turn appears to be too sharp to perform safely and if vehicle's have to fully enter the roundabout and go completely around to get onto Cashmere Road this will create confusion, risk of accidents and hold ups.</p>	Connor Tyndall
49451	Vehicle	<p>Dont make the traffic islands bigger - consider making them narrower and then</p> <p>Put left hand turns and separate straight through /right hand turns on the inside lanes (lane split on all roads).</p> <p>Remove ALL the grassed areas from the intersection to make it all bigger. (therefore no maintenance and more space)</p> <p>Install bollards on the Protocol corner, (like the ones at the doors of Barrington Mall) after removing the grassed area, and make a combined footpath /cycle lane for left turning cyclists and pedestrians (as shown on the proposed plan)</p> <p>Combine yellow road signs with all the blue street name signs in the island saying "Watch for cyclists"</p> <p>Consider the effect of the Thorrington school traffic lights when they cause traffic to back up to the Cashmere road/ Colombo St entrance of the intersection holding up ALL traffic.</p> <p>Dont remove the left turn lane from Dyers Pass into Cashmere road, it will only restrict traffic movement more, especially with more sections/building being opened up on the Hills and peninsular which is creating even more traffic.</p> <p>Dont make the traffic island any bigger, it will make the roads too narrow, instead alter the angle of the islands nearest the roundabout so there is not a 'straight' run through the intersection to the opposite road.</p> <p>Dont put a bus stop in a traffic lane, it causes frustration and congestion.</p> <p>Consider making Merlewood Ave for uphill traffic only.</p> <p>Dont use raised concrete to make the roundabout island bigger, paint it "bigger" if you must do anything, it will be far too wide for bigger vehicles, trucks and busses to drive around the turning circle safely.</p> <p>Lane split where Centaurus enters the roundabout and have a narrow island to put cyclists and cars going straight through and a separate left hand turn for all slower moving uphill traffic, including cyclists, who are frequently moving up very quickly on the left hand side of cars turning left.</p> <p>Seriously consider installing traffic lights if you want to completely control the intersection. This is now a major intersection with continuing increase of all traffic movements, especially at peak times.</p> <p>Thank you.</p>	Louise Westrupp

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ID	Travel mode	Do you have any comments on what is proposed at this intersection?	Full name
49452	Vehicle	<p>I support these changes to reduce vehicle speeds and improve pedestrian, cycle and bus amenity.</p> <p>Three ideas:</p> <ul style="list-style-type: none"> - Is it possible to build out curbs any further to reduce speeds for vehicles making left hand turns? (It seems to me that vehicles turning left onto Dyers Pass road from Centaurus Road and onto Colombo Street from Cashmere Road have more space than may be necessary, especially where there is a painted median used) - Is it possible to fit a pedestrian crossing on the Cashmere Road leg of the roundabout? - Is it possible to provide any physical separation for the painted cycle lanes within this project? Maybe a flexible bollard or two, or a concrete timtam separator? 	Andrew Simpson
49453	Vehicle Cycle Walk	<p>I oppose the proposal and consider that the proposal will increase congestion, aggression, accidents and injury to all users. I consider that the proposal is badly conceived and founded on bad data with no foundation on the actual site topography.</p> <p>I have attached a more detailed submission</p>	John Bannock
49444	Vehicle	<p>This is a very busy roundabout, frequently congested, and its location means that for most users there is no practical alternative. Changes that increase congestion are therefore highly undesirable.</p> <p>Dyers Pass Road services a large outspread community (from Governors Bay to Port Levy) that has no access to public transport.</p> <p>This roundabout is not a standard 4-square roundabout, with each road at 90 degrees, because Dyers Pass Road enters steeply downhill and at an acute angle, closer to a 45 degree angle with Cashmere Road.</p> <p>I contend that the proposed changes will both increase congestion and reduce safety at the roundabout, leading to more accidents and increased driver frustration.</p> <p>One issue with the proposed redesign is the removal of the left turn slip lane from Dyers Pass Road into Cashmere Road. As Dyers Pass Road approaches the roundabout at an acute angle with a steep downhill grade, its removal results in a turn that has too tight a radius of curvature for most vehicles to use safely. Approximately 30% of the vehicles coming down Dyers Pass Road turn left into Cashmere Road:</p> <ul style="list-style-type: none"> a) as a sharp downhill turn, it is technically more difficult to execute than an equivalent turn on a flat road. b) larger vehicles or those without a good turning circle will need to make a 3 point turn (reversing into the approaching traffic !!). To require drivers to do this is both dangerous and stupid and will cause accidents and traffic chaos. c) on the plan, there is an area of mountable curb shown on this corner, and motorists could drive over this to make the turn. But no road markings are provided to inform the road user that they should do this, and it is ludicrous to expect drivers to routinely mount the curb to make this turn. d) alternatively, a vehicle could make a 270 degree turn around the roundabout (i.e. turn right in order to turn left), but this will make congestion worse, as well as annoying other road users. <p>Another issue is that the proposed pedestrian crossings are too close to the roundabout. The crossing on Colombo Street is of particular concern, and it will be a very dangerous crossing for pedestrians to use:</p> <ul style="list-style-type: none"> a) vehicles exiting from the roundabout onto Colombo Street will need to stop within the roundabout when a pedestrian is crossing. b) traversing the roundabout from Dyers Pass Road to Colombo Street is downhill, so vehicles tend to accelerate faster than normal. Unless drivers are cautious and aware of the dangers, they could be approaching this crossing at a faster speed than is normal when exiting a roundabout. c) nose-to-tail accidents will occur, and the vehicle in front could well be shunted into a pedestrian on the crossing. d) there is a pedestrian refuge that could easily be converted into a pedestrian crossing just 80m down Colombo Street from the roundabout and an existing light-controlled crossing 70m further on. <p>I would like the council to re-evaluate the planned “improvements” and investigate other ways of reducing the traffic load on this roundabout instead. For example, a roundabout at the intersection of Cashmere Road and Hackthorne Road would make feasible the right hand turn from Hackthorne Road into Cashmere Road at peak times, and enable traffic currently using Dyers Pass Road to access Barrington Street to instead use Hackthorne Road for this purpose.</p> <p>If vehicle speed within the roundabout is an issue, painted visual clues, such as those recently painted on the Barrington Street, Cashmere Road roundabout, are both inexpensive and effective.</p>	Philip Tree
49455	Vehicle	I would prefer traffic lights. At peak times there is a long queue waiting to go round the roundabout and some people get impatient.	Jo Ryde
49456	Vehicle	<p>This will do little to make the intersection safer or improve traffic flow.</p> <p>The current issues are largely because of traffic from one or more of the entries onto the roundabout rushing onto it because at certain times of the day it does not regulate traffic flow correctly.</p> <p>Either replacing the roundabout with traffic lights, or putting part-time traffic lights on the roundabout for peak hour use only would calm traffic AND make the intersection safer.</p>	Ian Mandley
49457	Vehicle	Putting pedestrian crossings that close to a roundabout is ridiculous. Being such a busy intersection it will cause massive congestion issues.	Jamie Coles
49458	Vehicle	Does it improve visibility coming down off Cashmere Hill to Colombo St?	Merylin Haxell
49459	Vehicle	I agree with the proposals. Anything that makes using the intersection safer for cyclists and pedestrians is appreciated.	Beatrice Cheer

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ID	Travel mode	Do you have any comments on what is proposed at this intersection?	Full name
	Cycle Walk		
49460	Vehicle Cycle	These proposed measures look like they will make problems at this intersection worse. The problem is traffic volume rather than speed. Traffic builds up at each entry to the roundabout and people have to make quick decisions to enter that do not always allow time to check properly to give way. The proposal seems to make the roundabout more cluttered and leaves little room for cyclists to take evasive action. Installation of traffic lights would seem a more appropriate method to manage traffic volume. Considering traffic management at the bottom of Hackthorne Rd and Cashmere Road might also encourage some hill traffic from Dyers Pass Rd to divert that way and spread the load.	Jacqui Morriss
49461	Vehicle Cycle Other: Fire engine	It is absolute insanity to put pedestrian crossings on the entry/exit of a roundabout and in particular one at the bottom of a hill. It is difficult enough to get down through it as busy times of the day let alone at peak school hours. It is another obstacle for large emergency vehicles to manage as are the oversized cycle ways. There is no common sense in this plan what so ever	Terry Gyde
49462	Vehicle	The pedestrian crossing I believe will cause further traffic issues.	Rebekah Scott
49463	Vehicle	A pedestrian crossing so close to roundabout is so wrong. It is hard enough getting through the roundabout then you are right on a crossing. I think traffic lights would be a better option.	Nicky Palmer
49464	Vehicle	This looks more dangerous than the existing layout as people exiting the round about will need to stop for pedestrians causing traffic to back up in the roundabout. Have you considered traffic lights...it will be much more predictable for motorists, cyclists & pedestrians?	Deborah Butcher
49465	Vehicle	What an absolute clusterf*ck nightmare. Lights would be better and safer for pedestrians and cyclists. Let everyone get their turn and not compete. It actually moves 'very slowly' already at busy times. it needs to be safer for pedestrians and cyclists and maintain flow as it's a main vehicle route to work and school for a whole sector of residents.	Anneleise Hall
49466	Vehicle	Hello there, I think the pedestrian crossing is too near the roundabout and will cause a very heavy build up of car delays with traffic coming down the hill from Cashmere and the bays. It needs to be moved up the road.	Fiona Alder
49467	Vehicle	I think this would make the roundabout more confusing and dangerous. The only way to make it safer is to put traffic lights. This would solve the tailback up the hill at busy times with people darting through the roundabout when it's not safe.	Jan Cole
49468	Vehicle	I think it's terrible. Traffic already doesn't flow at that roundabout at peak times coming down Dyers Pass sure to the give way to the right rule, lots of people take the very narrow dangerous side street. Promote pedestrians to cross further down the road. There is no reason for them to cross at the roundabout. Better to put traffic lights in. At least traffic might be able to move	Mark Nieman
49469	Vehicle Cycle	Change to traffic lights. Crossings too close to intersection and whole plan looks overly complicated.	Sandra Riley
49470	Vehicle	A terrible plan once again driven by wokeness	Jeremy Smith
49471	Vehicle Cycle Walk	Plan looks good subject to the proviso that the ability to turn into Merlewood Avenue is not impeded at all. Some driveways on that road (ours included) are designed to be entered by driving up Merlewood Avenue from Centaurus Road. In addition, is putting the bus stop on the Merlewood Ave side of Centaurus Road in the proposed location a good idea? It will impede visibility for drivers and cyclists coming out from both Merlewood Ave and St Vincent Terrace	Doug Napier
49472	Vehicle	This will lead to unnecessary and dangerous queueing through the roundabout. This will cause serious delays and people making dangerous choices. Poorly thought out design to have crossings that close to an intersection. If you were serious about safety here you'd put lights in.	James Grant
49473	Vehicle	I am concerned about congestion at this intersection with the proposed changes. Congestion leads to accidents and unsafe behaviours of drivers, pedestrians and cyclists. Controlling the intersection with traffic lights would be a better solution and allow for better peak time control.	Nicola Green
49474	Vehicle	The left hand turning reduction in width will make it difficult for large vehicles especially buses. This will lead to frustration which will result in risky behaviour. The whole purpose of a roundabout is efficient traffic flow. I think traffic lights would work better if a change is really necessary.	Diane McQueen
49475	Vehicle	These changes are going to create more delays. It's unworkable. Install lights.	Kate Allison
49476	Vehicle Cycle	- What do you mean by cyclist and cars "share the lane". Does mean they can only go single file rather than next to each other to the front? If you mean single file, this would force cars and bike into the same queue further slow backed up traffic at peak times. A lot of bikes comes down Dyers - what is the projected impact on wait times, already at 10mins for cars. Or you will drive bikes on to the pavement to avoid the wait (which they don't currently get stuck in). - Similarly with traffic coming from Colombo having left turners and straight traffic forced into a single lane, where currently at least the first two cars can move in parallel. What is the project impact on traffic already queued back probably 1km at peak times? - Given the unequal flows at this roundabout and low queues, how will this plan impact traffic flows and delays? Have you considered other options like traffic lights, that may be better suited? Overall I'm concerned that while make it more safe, it will make an already clogged area at peak times unusable.	Nicholas Rayner

Submissions received on Cashmere, Colombo, Dyers Pass safety improvements, December 2022

ID	Travel mode	Do you have any comments on what is proposed at this intersection?	Full name
		- A lot of traffic is already by passing the Dyers Queue by using Merlewood Ave, which presumably isn't designed for this and further increases the Dyers queues given more traffic from the right to give way to. I would expect this proposal to drive more people to look for alternatives such as this, unless you have a plan to address the capacity issue.	
49477	Vehicle	The pedestrian crossing is way too close to the roundabout. If you are the second car through the roundabout and a pedestrian is crossing you will block the roundabout. At peak times it will be very difficult to navigate without this happening.	Anita Leney
49478	Vehicle Cycle	I believe a traffic light controlled intersection, at least during peak traffic, is the only way forward. During peak hours traffic flows into the intersection are uneven leaving cars backed up in three directions (Colombo and Dyers Pass reverse their congestion morning and evening). Traffic lights are overdue on this intersection and at the Barrington/Cashmere roundabout.	Jason Leppens
49479	Vehicle Cycle	As someone who drives regularly from Diamond Harbour coming off Dyers Pass rd, I'm not sure where speed is ever a problem. As a cyclist I oppose the narrowing of the same road as it is already a tricky steep descent, I don't want to share the space with cars and have to sit behind them to get my turn at the round a bout. I prefer to come up inside Lane where I can and turn left to get out of it.	Deborah L Wyatt
49480	Vehicle	The proposed changes will make it difficult for busses to get round such as the daily school bus. Also it is already an area of build up in rush hour and the crossings will add to this. I travel this way to work and adding rhe crossings where they are will hinder the flow of traffic and cause stopped cars on the round about	Anna-Simone Mahy
49482	Vehicle	Yes, it makes no sense at all except to pedestrians who don't often use it. Why not make it a traffic light system instead and then everyone gets a fair chance.	Jules Holdstock
49483	Vehicle	Ridiculous waste of money	Hedges Robyn
49484	Vehicle	Currently at peak times this roundabout is backed up on every road joining it. Myself driving from Governors Bay everyday enter the roundabout from the dyers pass road access and traffic is backed up half way up the hill somedays. I think having the pedestrian crossings too close to the round about inhibit flow of the traffic, especially when in use around 8-9am. Not only is it chaotic from having children running across the road, many cyclists use these roads joining the roundabout which aren't always easily seen. Your proposed ideas, as much as they're safer for pedestrians and cycles will inhibit traffic flow, thus causing impatient drivers leading to dangerous manoeuvres. I believe putting traffic lights at this intersection would be a lot safer and effective than a roundabout. Traffic lights, plus cycle lanes at the sides and pedestrian crossings further up the road would hopefully create a safer and better moving experience for all users.	Chloe Bolingford
49485	Vehicle Cycle Walk	I think both the raised platform/zebra crossing points on Colombo and Centaurus roads are too close to the roundabout and will cause congestion with traffic backing up. Raising the crossing platforms is a great traffic calming feature. A tree in the roundabout would further enhance the landscaping treatment to this intersection (as it does at the Wilson Rd/St Martins Rd intersection). Comments below from the other adult in the house: I appreciate the thought that's already gone into this and the proposed changes would represent safety improvements. However, I think they're insufficient and lights would be more suitable (much tho' I loathe them). The improvements made to the intersection at Hoon Hay/Cashmere/Worsley are successful and probably what's needed at the Colombo/Cashmere/Centaurus intersection too. I walk down the hill with two preschoolers twice daily and up again. Speed of cars is a problem, crossing is a problem.	Gerrard Thomson & Melissa Reims
49488	Vehicle Cycle	I understand that there are safety issues here but I believe that this proposal will make it worse not better. Very few residents of Cashmere and the wider Lyttleton Harbour are unlikely to become cyclists so the traffic from the hills is unlikely to reduce. This needs to be taken into account. My understanding is that roundabouts work well when there are reasonably even traffic flows This intersection has very uneven flows with peaks in the morning and afternoon so it can work well outside these peaks. The pedestrian crossings so close to the intersection make no sense as they will increase the backup of traffic and reduce safety as drivers will take risks. This intersection cannot be taken alone as the flows from Cashmere Road and Centaurus Road need to be part of the study for a final solution here. The effect of this proposal is likely to lead to significant traffic backups in Dyers Pass Road in the mornings so people from Lyttleton harbour and Cashmere may then choose to divert to Hackthorne Road leading to more issues at this intersection as well. Before the earthquake the Cashmere Resident's Association worked with the Council and as a result traffic lights which worked with a roundabout were funded in the LTP. This funding went post-earthquake but the idea should be reinvestigated. These lights would only work to manage the peak time traffic and leave the roundabout to deal with normal traffic. This combination works well in other countries in situations such as this. This proposal cannot go ahead without further wider investigation.	Joan Blatchford
49489	Vehicle	The proposed suggestion will reduce the size of the intersection, increase backlog around the intersection and cause more trouble that it already is. The raised crossings will also increase the danger and risk of drivers stopping and clogging up the roundabout	Hamish Bain
49490	Vehicle	Please put up traffic lights. The suggested combination of pedestrian crossings and bicycle lanes looks completely unworkable for a very busy intersection that is the only way into Christchurch for many Banks Peninsula commuters.	Catherine Solomon

Submissions received on Cashmere, Colombo, Dyers Pass safety improvements, December 2022

ID	Travel mode	Do you have any comments on what is proposed at this intersection?	Full name
49491	Vehicle	Please don't do this, it is unnecessary! We have suffered enough road works on dyers pass now	Gibson Chad
49492	Vehicle Bus Cycle Walk	The upgrades look great. My neighbour and I have submitted a seperate letter to the council and have had a site meeting with Council representatives. Thank you for making the time to meet with us.	Tom Ranier
49493	Vehicle Cycle Walk	I have lived on dyers pass rd for 40 years and I am aware of the issues with this intersection and was involved in making it safer years ago. I think one of the things you haven't considered is that this round able is a choke point. In the mornings cars are backed up sometimes up to cracroft tce waiting there turn to get out at the roundable . The traffic flows easily from Centaurus rd to cashmere rd during peak times. in the evening the returning traffic from the city gets blocked right up to moorhouse ave, due to the congestion . The planners need to drive this from both ways before doing this change, you are going to make the matter worse and cause further delays . I am against these changes , its a waste of further rate payers money,you want to spend this money, when we cant even get basic services on Cashmere , gutter repaired , CCC grass cut and maintained , roads repaired, that round able has been a mess for over 20 years . its an embarrassment since it is a bus tourist route . Kind regards Dean Marshall	Dean Marshall
49494	Vehicle Bus Cycle	<ul style="list-style-type: none"> - 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: <ul style="list-style-type: none"> o Dyers Pass Road from the roundabout up to #236 o Colombo Street from the roundabout up to at least #35 o Cashmere Road from the roundabout through to Opihi Street o Centaurus Road for the full length of the road. - I support the raised crossings and refuge islands on all four approaches to the roundabout as this will help to reduce vehicle speeds. o Could all four crossings be made shared crossings with bicycles and pedestrians separated? Cyclists will no doubt use the pedestrian-only crossing regardless o Can the Dyers Pass Road and Cashmere Road crossings have the red AC surfacing added as well please, for consistency? o Please ensure the spacing between islands/handrails allows for prams/pushchairs, wheelchairs/mobility scooters, and cargo bikes/trikes. o The zebra crossings need appropriate signage. It is good to see this treatment that works so well on Ilam Road used elsewhere. - Please run a safety campaign on the TV, YouTube adds, facebook adds, etc. to teach people (cyclists and drivers) how to use sharrows, and especially how to give way to pedestrians and cyclists at these raised crossings, which is a new layout for Christchurch as far as I'm aware (positioned next to roundabouts). - 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 likely to use the road rather than the slower crossings suitable for the more vulnerable. - I support the layout, which removes the left turn from Dyers Pass onto Cashmere Road which bypassed the roundabout, as this was dangerous for cyclists using the roundabout - I support 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 - I support the pedestrian refuge island on Remuera Avenue near Colombo Street - I support the new bus stop locations, but these will be dangerous unless the speed limit is reduced to 30 or 40 km/h. 	Fiona Bennetts
49495	Cycle	<p>Agree that the intersection needs safety improvements and acknowledge the constrained environment. Support removal of car parks that will increase safety and/or accessibility. Concerned about the positioning of the pedestrian and cycle crossing being so close to the round-about - while cars will be going slower their initial focus is on their right to the traffic they are giving way too. Looking at the plan for Centaurus heading west towards Colombo - While you have a sharrow, you are also directing people biking in the bike like to go on to the share path. How does the affect people biking that want to go into the round-about? Not sure is this is a similar treatment on other approaches Could you consider a slip lane for just people biking exiting Dyers Pass on to Cashmere Rd?</p>	Seam Mallory
49498	Vehicle Bus Cycle	I support the proposal to improve the safety at the Cashmere, Colombo, Dyers Pass roundabout. My preference is to remove the roundabout and put in lights with are safer for cyclists. However the proposed changes will make this intersection much safer than it is now. I particularly like the removal of the free left turning lane where vehicles often cut off cyclists, the addition of the raised humps which will slow speeds, and the new refuge and zebra crossings for those of us who are less confident at roundabouts. The zebra crossing	Anne Scott

Submissions received on Cashmere, Colombo, Dyers Pass safety improvements, December 2022

ID	Travel mode	Do you have any comments on what is proposed at this intersection?	Full name
		are great as they give preference to active transport and work very well once traffic gets used to them. They will need good signage. I like the new bus stops which are much more convenient. As a driver I think this intersection will work better too as the new alignment and humps in Dyers Pass Road will slow cyclists and vehicles who are often coming down the hill at speed or trying to get a run up the hill by accelerating early.	
49500	Vehicle	<p>The proposal seems to create more issues than it solves. Doesn't having the raised platform at the exit create more crashes as cars are looking right for traffic, after waiting for cars to pass through, accelerate into the intersection, then the car that was passing thru has to brake causing congestion/crashes. And for this reason I also disagree with the zebra crossings at the same spot.</p> <p>The main issue at this intersection is the sequencing of the traffic lights at Thorrington school. At school drop off mainly, only 5/6 can get through the lights before they turn red again. Traffic backs up through the roundabout. If you don't block up the roundabout yourself, some other car will, therefore you enter and this blocks the entire intersection and even going along way up Dyers Pass road.</p> <p>The road is also currently narrow enough and hard to negotiate especially while towing without reducing the width even more.</p> <p>After using this roundabout for years, I haven't seen spread on entry/ exit as issues, more so the angle of approach from Dyers Pass or the exit onto Cashmere rd</p>	James Kelly
49501	Vehicle	<p>I do not support the proposal. My recommendation therefore would be for the installation of traffic lights so that all traffic had fair access to movement.</p> <p>At present I live in Charteris Bay (20 years) and before that I lived on Dyers Pass Road (20 years). I used to be a commuter cyclist but now because of the poor quality of the roads (particularly in my area) I no longer ride a bicycle of any sort. In my teens (well over 50 years ago) I cycled and walked the hills, including the area under present discussion. Because I have lived in the area and am a long standing (40 year) user of the roads in question I have an understanding of the issues.</p> <p>There is a significant congestion problem that needs to be addressed and this proposal does not address that issue. Certainly narrowing the exit from Dyers Pass onto Cashmere Road and Colombo Street does not address that issue; it exacerbates it further.</p> <p>Because the wait to cross into Colombo Street is often lengthy motorists feel responsible to keep traffic moving and take a free space for turning. This will only worsen, ie wait times longer if the road is reduced to one lane, that is, the Dyers Pass exit has to serve both Cashmere Road and Colombo/Centaurus Roads.</p> <p>Raising kerbs and installing high sides to other features merely removes escape paths for cyclists and vehicular traffic.</p> <p>Although landscaping is laudable in many instances it prevents traffic and pedestrians from clear vision. For vehicles impeded vision is bad at the best of times but when there is a long line of traffic behind designed in impedances to vision further reduce traffic movement.</p> <p>From the diagrams I can see large vehicles, such as buses or vehicles with trailers will have difficulty in getting around the intersection. Traffic slowed may lead to a smaller number of accidents, but frustrated traffic will take risks and take a chance of a short gap or where landscaping (such as centre island or kerbside) obstructs the view.</p> <p>Of course the Council wants more to take public transport or walk, but for me it is an hour and a half's walk to the nearest source of public transport (the Diamond Harbour Ferry) so that is not a feasible option. And if I have a trailer to collect garden supplies then again public transport is off the cards.</p> <p>My experience is that there is an uneven demand for traffic at this intersection, particularly in the morning as one set of commuters cross from Centaurus to Cashmere Rd or Colombo St and another set of commuters want to cross from Dyers Pass to Centaurus to Cashmere Rd or Colombo St. This means that the Dyers Pass traffic is constantly giving way to its right (Centaurus Rd) but the Centaurus Rd traffic does not have a similar demand coming from its right so that traffic can flow unimpeded. This means that the traffic up Dyers Pass can back up as far as Craycroft Terrace.</p> <p>My recommendation therefore would be for the installation of traffic lights so that all traffic had fair access to movement.</p>	Philippa Drayton
49502	Vehicle Cycle Walk	How do avoid blocking St Vincent Tce private road entrance when the buses stop and look like they will also overlap Merlwood Rd ?	David guthrey
49503	Vehicle Bus Cycle Walk	<p>I support the move to a shared space model, raised platforms and removal of the free left turn from Dyers down into Cashmere Road. However, given the inherent safety issues which include: the absence of a footpath on the southern side of Cashmere Road, the prevalence of drivers still turning right out onto Cashmere Road from Thorrington Road (to the west), when its a left turn only, it is recommended that the following changes to the plan be adopted:</p> <ol style="list-style-type: none"> 1. As a response to above, also include a zebra crossing and green paint marking on top of the Raised Safety Platform across Cashmere Road; 2. Consider vertical signage "share with care" or an additional cycle sharrow further back on each arm so drivers have more of a lead in time to merge with cyclists; 3. Extend the 30km/hour traffic speed along Cashmere Road between Colombo and Barrington Street as there is currently a gap here (see Reduced Speed project in school hours near schools), and this is the spine road for the vast majority of school zone families for Thorrington Kura to access their school; 4. Enforce the no right turn out of Thorrington Road into Cashmere Road (on the bend - just west off the site map) as doing so causes fast and furious driver speeds which puts cyclists and other cars on the other side of the road at risk as they are not expecting such a dangerous manoeuvre; 5. Lastly, expand the shape / extent of the northern part of the island at the base of Dyers Pass out to the extents of the blue line to physically slow driver speeds heading up the hill. <p>Overall, given the whole intersection is on a slope it is much harder for non electric cyclists to get enough speeds from Colombo Street or Centaurus to move at even 10km/hour into the roundabout. I therefore support all communications with residents (letterbox drop) regarding the new slower speed here and on approaching arms, as well as enforcement such as speed cameras to give the new measures meaning and relevance.</p>	Nicola Williams

Submissions received on Cashmere, Colombo, Dyers Pass safety improvements, December 2022

ID	Travel mode	Do you have any comments on what is proposed at this intersection?	Full name
		Thank you. Thank you and	
49504	Vehicle	<p>I do not support the proposal. My recommendation would be for the installation of traffic lights so that all traffic had fair access to movement.</p> <p>I have lived in Diamond Harbour for 54 years and until I retired used the roads in question daily, always at peak times, but also because of my job, I also used the roads at non-peak times. Since retirement I travel less to town but am still a frequent road user. For these reasons I have an understanding of the issues at this intersection.</p> <p>There is a significant congestion problem that needs to be addressed and this proposal does not address that issue. Certainly narrowing the exit from Dyers Pass onto Cashmere Road and Colombo Street does not address that issue; it exacerbates it further. The problem is worst in the morning rush "hour" – a condensed period of congestion as school and workers are using the roads all at the same time. The afternoon /evening rush is more widely spread timewise and demand is spread over the school day end and varying end of working day times.</p> <p>Because the wait to cross into Colombo Street is often lengthy motorists feel responsible to keep traffic moving and take a free space for turning. This will only worsen, ie wait times longer if the road is reduced to one lane, that is, the Dyers Pass exit has to serve both Cashmere Road and Colombo/Centaurus Roads.</p> <p>Raising kerbs and installing high sides to other features merely removes escape paths for cyclists and vehicular traffic.</p> <p>Although landscaping is laudable in many instances it prevents traffic and pedestrians from clear vision. For vehicles impeded vision is bad at the best of times but when there is a long line of traffic behind designed in impedances to vision further reduce traffic movement.</p> <p>From the diagrams I can see large vehicles, such as buses or vehicles with trailers will have difficulty in getting around the intersection. Traffic slowed may lead to a smaller number of accidents, but frustrated traffic will take risks and take a chance of a short gap or where landscaping (such as centre island or kerbside) obstructs the view.</p> <p>My experience is that there is an uneven demand for traffic at this intersection, particularly in the morning as one set of commuters cross from the East (Centaurus) to Cashmere Rd or Colombo St and another set of commuters want to cross from Dyers Pass to Centaurus to Cashmere Rd or Colombo St. This means that the Dyers Pass traffic is constantly giving way to its right (Centaurus Rd) but the Centaurus Rd traffic does not have a similar demand coming from its right so that traffic can flow unimpeded. This means that the traffic up Dyers Pass can back up as far as Craycroft Terrace.</p> <p>My recommendation therefore would be for the installation of traffic lights so that all traffic had fair access to movement.</p>	James (Jim) Nieman
49505	Vehicle	Couldn't think of a worse thing you could possibly do to an already congested, problematic intersection. Coming off the hill most week day mornings between 8.30 and 9am can take over 10 minutes and this will increase this time dramatically by slowing down already slow traffic.	Rachelle Chadwick
49506	Vehicle Cycle Walk	I do not agree with proposed changes. don't add humps or anything like that as its too tight and dangerous for cyclists . Realistically the only thing you can do is traffic lights.	Tania Bennett
49507	Vehicle	I do not agree with proposed changes I think it would be safer to do traffic lights with give way turning lanes for left turning traffic	Corbin Bennett
49508	Vehicle Cycle Walk	Where is the cycle lane and why is the crossing so close to the roundabout? I used to teach cycle safety and this model is an accident waiting to happen!	Clare Leach
49509	Vehicle Cycle	<p>The left hand turn off dyers onto cashmere road looks to be too sharp to turn safely.</p> <p>The raised berms.and island will create issues for large vehicles trying to turn in the narrowed lanes with the proposed changes.</p> <p>The pedestrian crossings will create additional traffic that will add to the already heavily trafficked and backlogged intersection which has queues of traffic coming from ALL directions during rush hour (morning and evening), the unregulated crossings will delay the ability of traffic to move smoothly since there is preference given to pedestrian and Cyclists with the proposed changes. Likely the vehicles will rush into the roundabout with less care since the wait time due to backlog to reach the roundabout will delay and make vehicles hasty to get through the intersection. Would be better to Remove pedestrian crossings and have them cross on separate but new crossings a little further down the road, where there is less cyclist/vehicle traffic to disrupt flow and create chaos</p> <p>The existing left hand turn bay will be removed with these proposed changes, which will massively disrupt the flow of cars entering the roundabout from dyers pass road. This should stay. The alternative seems counter productive as it means all vehicles will now have to completely enter the roundabout. If this proposed change is to reduce harm.to cyclists then surely it would be beneficial to redirect vehicles from the main roundabout-ie with a separate left hand turn lane onto cashmere rd -so they are separated from the main roundabout/therefore separated from the majority of cyclists that will be passing through the main roundabout</p> <p>Maybe traffic lights would be better.</p>	Lauren Beckett
49510	Vehicle Cycle	<p>The intersection is far too crowded. With the addition of designated but unregulated pedestrian crossings, and cyclists having precedence over cars, the give ways will mean cars that are already queued FAR down each road during busy hours will have even further delays and wait times to enter the roundabout. This seems unreasonable. Would be solved with traffic lights</p> <p>The left turn dyers pass onto cashmere road proposed is way too sharp. Cars turning left should have a separate lane to separate them from the main flow of cars, which would not</p>	Glen McDonald

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ID	Travel mode	Do you have any comments on what is proposed at this intersection?	Full name
		<p>only be safer for cyclists.as the majority of cyclists through the roundabout will be completely separate unless they are specifically exiting the roundabout onto cashmere road. Plus the cars on dyers road will have increased delays as there.is no additional left turn lane to separate traffic Should be traffic lights to manage the major flow of traffic through this busy intersection to help prioritise flow. Also pedestrian traffic should be separated from the busy roundabout.</p>	
49511	Vehicle Cycle	<p>This is a recipe for disaster. It is already a tricky roundabout to negotiate and there's a lot of congestion during peak times. This design will not only create more congestion but it will undoubtedly cause significantly more crashes and I'd predict a number of them will be potentially fatal due to vehicles finding themselves stranded in the middle of the roundabout, waiting for people to clear the crossings. Absolutely insane design in my opinion</p>	Steve Beckett
49512	Vehicle Cycle	<p>I have cycled and driven through this roundabout on many occasions and agree in its current form it is high risk. Examining the proposed design and traffic control devices, I am confident this will be a considerable improvement. I do however have concerns about the potential approach speed for the intersection. While the raised platforms will help slow road users to a safer speed, people should slow in advance. The roads leading into the roundabout should probably be 40 km/h (maybe even 30km/h to benefit people visiting the shops on Colombo Street and also the exit from Merlewood Avenue). The best approach would be to look at what ties in with Safe Speed Neighbourhoods. I fully support the raised platforms, specifically the science that makes them comfortable at "speed x or lower". Much better than the old-style speed humps that resulted in a lot of deceleration and acceleration. The raised platforms allow much more consistency in speed, and therefore improves safety while minimising inefficiency (i.e. doesn't result in the increased carbon emissions like old-style speed humps). I'm comfortable with sharrows, however that is not the case for all people cycling. There is risk some people may stay left when cycling, and then get squeezed close to the roundabout. This is largely an education problem. Would be great if Council Staff could publish an education video in conjunction with this project to help educate people driving and people cycling. I'm not sure what the design standards say, but I wonder if the cycle lane should have a broken white line around the area cyclists should take the lane and move into the sharrow area. It could help suggest to drivers a cyclist could move out of the cycle lane. On the plan it appears a sharrow is missing on Centaurus Road (should be between the bus stop and the raised platform). I expect that has already been spotted and updated in the master plan. The approach from Dyers Pass Road is a concern because it is an approach going downhill. If monitoring post-implementation shows speed on approach is still a problem, then potentially a 'warning' raised platform further away from the intersection could be considered. However, I'm hoping the new visual cues (colour, islands and platform) will be sufficient for road users to respond appropriately Please can you monitor whether drivers enter the cycle lane on the left-hand curve on Centaurus Road as they approach the roundabout. Thanks to Staff, appreciate the work that has gone into this design.</p>	Allan Taunt
49514		<p>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 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</p>	Tom Ranier & Dharam Devkota

Submissions received on Cashmere, Colombo, Dyers Pass safety improvements, December 2022

ID	Travel mode	Do you have any comments on what is proposed at this intersection?	Full name
		<p>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. (letter attached)</p>	
49518	Vehicle Cycle	<p>Concerned about the loss of separate left turn from Dyers Pass into Cashmere Road -increases chance of cyclists heading Colombo st being hit by left turning vehicles - also will cause back up further up Dyers Pass at peak times as left turn wait for their turn. Intersection especially at peak times should be traffic light and synchronise with the pedestrian lights at Thorington School. Dropping off at the school morning and afternoon already causes problems - cars can be backed up through the round about during the morning drop off - this leads to further waiting when coming off the hill. Crossing on Colombo St will lead to backed up on the round about with preventing Cashmere to Centaurus (vw) traffic from moving Also currently in the peak morning you have traffic diverting into Centaurus from Merlewood to avoid the queue on Dyers Pass You could improve Hackthorne right turn into Cashmere intersection and thereby encourage hill traffic this way however that intersection has its own problems Dyers Pass is currently too narrow with parking on both sides , and cyclists with a dangerous intersection Dyers/Hackthorne. I expect that with the speed bumps on cashmere road – traffic will backup to the roundabout at Barrington/Cashmere rd especially the evening peak times – as majority of traffic still proceed and block that roundabout now that won't change – this will mean traffic is backed up further on barrington and east travelling cashmere rd.. In summary traffic lights at cashmere/colombo/dyers would be a better option.</p>	Eion Keith
49532	Vehicle Bus Walk	<p>My wife (partner travel through here quite a number of times only when we have the car to negotiate the pass (when open and we need to travel back home after heading in town - onwards to Governors Bay. ALAS NOT BUS (so car is only way!!) Back to intersection the submission is closing far too close to Christmas with no officer to receive in person this document. PLEASE HOLD OFF THE CLOSURE until after the silly season.</p>	John Warwick Thacker
49535		<p>I would like to submit on the proposals for improvements to the Colombo Street/Dyers Pass Road interchange. I live with my young family on Cracroft Terrace so we use this area on a daily basis in our vehicle, walking and cycling. We also occasionally use the bus stops on either side of Colombo street. We strongly support the need for improvements to road safety in this locality, particularly for pedestrians and cyclists. However, we think that the current proposals will result in increased congestion heading down Dyers Pass Road at peak traffic periods, which will impact the safety and amenity of residents on Cracroft Terrace, Sulby Road and Merlewood Ave. There is already an existing issue of vehicles using Cracroft Terrace and Merlewood Ave as a short cut to avoid congestion at the roundabout and on the lower slopes of Dyers Pass Rd. Vehicles heading downhill on Dyers Pass enter Cracroft Terrace at high speed before continuing down the narrow Merlewood Ave. There is no safe crossing point (due to poor sight lines/visibility and high vehicle speeds) on Dyers Pass Road for children from these streets heading to Cashmere Primary and no pedestrian pavement all the way down Merlewood for those walking to the bus stop, shops, schools or preschools. We contend that proposals will result in increased congestion at the roundabout, exacerbating the issue for Cracroft Tce and surrounding streets. We also think that narrowing of the traffic lanes entering the roundabout will force cyclists in to the vehicle path and may increase the risk of accident and injury. We note that CCC has not offered alternatives to the current proposal nor whether other options have been considered eg replacing the roundabout with traffic lights, pedestrian crossing and bike priority. We urge the council to undertake further work and consultation with local residents to ensure that the improvements are fit for purpose and do not result in increased congestion and decreased walking and cycling safety in the neighbourhood. Ngā mihi Isla</p>	Isla Hepburn