

Submissions table – Knights Stream area pedestrian improvements

Organisations

ID	Feedback - raised platforms at roundabout	Feedback - speed cushion on Whincops Road	Name - Org	Person
49519	<p>Spokes supports the overall plan for the Knights Stream area safety improvements. Many Spokes submissions take a strongly local view, examining particular details of a proposed change. Here, we combine this with a more district level, strategic view in an area that is growing quickly and transitioning from rural to urban.</p> <p>The larger context</p> <ol style="list-style-type: none">Selwyn District is growing rapidly but employment and entertainment options are primarily in the central city.<ol style="list-style-type: none">Transport options from Selwyn District have primarily focused on private cars.Consequently, many vehicles travel through outer suburbs such as Halswell and Hornby on their way to the city.The present “official” route from Prebbleton and Lincoln is along Springs Road. We understand that Selwyn District Council intends widening Ellesmere Road, so that vehicles can connect to SH 75 via a planned roundabout at Candys Road.<ol style="list-style-type: none">We think that Prebbleton and Lincoln traffic should use state highways and arterials, rather than being routed through residential areas such as Longhurst/Knights Stream as happens presently.Encouraging caregivers to have their children use active modes to school is important to us, setting up life-long habits that are good for people, communities and the environment.<ol style="list-style-type: none">This requires caregivers to feel confident of their children’s safety.An important component of this feeling of safety (or otherwise) comes from the volume and speed of vehicle traffic.This feeling of safety is borne out in statistics which show that even a small decrease in vehicle speed makes a substantial difference in the effect of a child being hit by a vehicle. <p>The local context</p> <ol style="list-style-type: none">Knights Stream School has many students who live east of Whincops Road and Murphys Road, to the western edge of the Country Palms subdivision.Included in the Knights Stream school enrolment zone is a proposed Kāinga Ora development east of Murphys Road.All of these students deserve unimpeded access to school so that their families are happy taking or sending them by active means (walking, scootering or cycling). <p>The proposed changes – there is another way</p> <ol style="list-style-type: none">The proposed changes are not in themselves bad, but we think they miss the point. In particular the proposed measures do not address the question of the use of a suburban street (Whincops Road) as a through-route to and from towns in Selwyn District. This through route adds a large volume of traffic to the intersection.Our preferred option is for City Council to install a modal traffic filter at Quaifes Road / Whincops Road to stop through motor vehicle traffic, and a corresponding modal traffic filter at Quaifes Road / Murphys Road to stop rat-runners diverted from the Whincops Road modal traffic filter. <p>The proposed changes – detailed comments on the speed cushion proposal</p> <ol style="list-style-type: none">Properly designed and implemented, speed cushions can be effective at slowing traffic.Speed cushions do little to provide a street-level feeling of safety that will encourage people to walk or bike themselves, or have their children walk, bike or scooter.<ol style="list-style-type: none">To provide this street-level feeling of safety, the project needs to include signalised crossings across all four streets at the Caulfield Avenue / Whincops Road roundabout.Because of the location of the school enrolment zone for Knights Stream School, additional signalised crossings will be needed at Murphys Road as well.This combination of safety interventions will need to be done before the Kāinga Ora development proposed for east of Murphys Road is completed.City Council has a mixed record of implementing “speed cushions”.<ol style="list-style-type: none">The speed cushion a few hundred meters down the road at Richmond Avenue is ineffective. This is at least partly because of the need to accommodate buses; and the proposed Caulfield Avenue and Richmond Avenue speed cushions will also need to accommodate buses.The speed cushions installed as part of Quarryman’s Trail in James Hight Drive work well at slowing down traffic. These speed cushions do not need to accommodate buses. <p>Final remarks</p> <p>Spokes believes that our preferred option of modal traffic filters has many advantages:</p> <ul style="list-style-type: none">• It is safer.• It will better encourage people to use active transport to and from school.• It will improve neighbourhood ambience.• It is cheaper. <p>I would like the opportunity to present to the Community Board on this submission and I am happy to discuss or clarify any issues that arise.</p>		Spokes Canterbury	Anne Scott

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49412	<p>1. Encouraging caregivers to have their children use active modes to school is important to us, just as many of us walked or biked to school in our youth.</p> <p>a. However, this requires caregivers to feel confident of their children’s safety.</p> <p>b. An important component of this feeling of safety (or otherwise) comes from the volume and speed of vehicle traffic.</p> <p>c. This feeling of safety is borne out in statistics which show that even a small decrease in vehicle speed makes substantial changes in the effect of a child being hit by a vehicle.</p> <p>2. Selwyn District is growing rapidly, and many vehicles come our way on their way to the city.</p> <p>a. The present “official” route from Prebbleton and Lincoln is along Springs Road. We understand that Selwyn District Council intends widening Ellesmere Road, so that vehicles can connect to SH 75 via a planned roundabout at Candys Road.</p> <p>b. We think that Prebbleton and Lincoln traffic should use state highways and arterials, rather than being routed through residential areas such as Longhurst/Knights Stream as happens presently.</p> <p>3. Knights Stream School has a good number of students who live east of Whincops Road and Murphys Road, to the western edge of the Country Palms subdivision. Included in this is a proposed Kāinga Ora development east of Murphys Road.</p> <p>a. All of these students deserve unimpeded access to school so that their families are happy taking or sending them by active means (walking, scootering or cycling).</p> <p>4. The proposed changes are not in themselves bad, but we think they miss the point. In particular:</p> <p>a. The proposed measures do not address the question of the use of a suburban street (Whincops Road) as a through-route to and from towns in Selwyn District. This through route adds a large volume of traffic to the intersection.</p> <p>5. Furthermore, City Council has a mixed record of implementing “speed cushions”.</p> <p>a. The speed cushion a few hundred meters down the road at Richmond Avenue is totally ineffective. This is at least partly because of the need to accommodate buses; and the proposed Caulfield Avenue and Richmond Avenue speed cushions will also need to accommodate buses.</p> <p>b. However, the speed cushions installed as part of Quarryman’s Trail in James Hight Drive work well at slowing down traffic.</p> <p>6. There are two options:</p> <p>a. Our preferred option is for City Council to install a modal traffic filter at Quaifes Road / Whincops Road to stop through motor vehicle traffic, and a corresponding modal traffic filter at Quaifes Road / Murphys Road to stop rat-runners diverted from the Whincops Road modal traffic filter.</p> <p>b. If this is not done, then our second choice option is to install the planned speed cushions plus signalised crossings across all four streets at the Caulfield Avenue / Whincops Road roundabout with additional signalised crossings at Murphys Road as well.</p> <p>i. This combination of safety interventions will need to be done before the Kāinga Ora development proposed for east of Murphys Road is completed.</p> <p>7. We think that our preferred option has many advantages:</p> <p>a. It is safer.</p> <p>b. It will better encourage people to use active transport to and from school.</p> <p>c. It will improve neighbourhood ambience.</p> <p>d. It is cheaper.</p>	Halswell Residents Association	David Hawke	
49120	<p>This looks like an effective measure. If lots of colour is also used it will help warn drivers to slow down.</p>	<p>This too looks like an effective measure. If lots of colour is also used it will help warn drivers to slow down, particularly as this is a long, wide and straight road.</p>	Knights Stream School Mingimingi Hautoa	Mike Molloy principal

Individuals

ID	Feedback - raised platforms at roundabout	Feedback - speed cushion on Whincops Road	Name
49528	Terrible idea. The raised platforms just cause confusion and traffic congestion. They will be treated like pedestrian crossings.	This is a good idea.	Justine Sinclair
49527	Absolute waste of time and money. Has anyone actually botheted to sit and watch at school times how many kids or adults at any tine actually use this intersection. Most kids from that end of subdivision use walkway by Ashwah Ghandi and then the top of the mound between the 2 swales on Tongariro Street. Any in the new subdivisions wont be any where near that intersection.	That's a good idea, thats where kids and people actually cross the road.	Jenny Fleming
49526	Good idea however the existing 40km signs after exiting at the Halswell Junction Road roundabout into Whincops Road are not in an ideal place... easy to miss if you are negotiating the turn and parked cars.	<p>My mother is a resident at [REDACTED] this cushion is outside the property and her bedroom and lounge face Whincops Road.</p> <p>No problem with speed calming measures however can we please know;</p> <p>- height these will be. Just concerned about noise and vibrations (noise from tyres /suspension).</p>	Vasanti Ganda

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		<p>- What materials will these be made of? (Asphalt or plastic)?</p> <p>- do you have any studies or learnings about plastic vs asphalt speed cushion noise effects</p> <p>In general from our observations speed isn't too bad down this road with most between 40 & 50. I suspect the majority of people with concerns are pedestrians who can't judge speed when outside of a vehicle and understand the area needs to be safer for school children etc.</p> <p>The 40km sign at the other end of Whincops (after the Quaifes Road intersection), is also in the wrong spot. Easy to miss when negotiating the intersection (very busy). In our opinion this should be moved a few metres further away from the intersection.</p> <p>The main issue at Whincops and Ishwar Ganda boulevard intersection is visibility. Vehicles turning into Whincops have some restricted sight lines due to parked cars. The speed cushion will help this.</p> <p>People driving from the rural end of Whincops are not quickly adjusting to the 40 zone., but tend to slow down by the time they get to Ishwar Ganda Blvd. Does the sign need to be moved and perhaps begin at the rural end before the intersection?</p> <p>Thanks for the chance to comment. Again my mother is just concerned about noise impacts. Email response is fine.</p> <p>The contact number listed is for [REDACTED]</p>	
49525		Is this really a good spend, I know there have been issue with cars going through fences, but I travel around roundabout many times a week as do many thousands of other users and if you approach roundabout as per the Road Code it is very safe, some of the feeder roads to Halswell Junction Road are now 40kph and Halswell Junction Road is now 50kph, I know raised platforms a designed to slow traffic down but can cause even greater safety issue for neighbouring properties owners is a small number of road users choose not to observe the designated speed limits.	Gavin Searle
49524	Don't raise the platforms. They are damaging our cars!! Not necessary can come up with an alternative solution	Don't do it	Madi Ryan
49522	They need to be decent sized speed bumps to actually reduce the speed of those approaching the roundabout - the speed bumps further up Richmond Ave just coming off the motorway are too small and ineffective	Anything that will reduce the speed of cars on whincops is a positive thing! The traffic is fast and drivers fishtail through the roundabout! It is ridiculous and the reason why I won't let my children walk to school!	Laurie Tafau
49521	Yes they are totally ineffective at slowing traffic at the entry point to Richmond Ave. Why even consider this option more so when you are proposing 30kph under the safe speed zones presently open for consultation These speed platforms are known by CCC to be ineffective as they have done Speed monitoring. The only safe option is Pedestrian operated stop lights and allow diagonal X crossing thru the roundabout this saves two crossings of streets for children and a simple sign for cyclists Please dismount and cross with safety.	Wrong place for the speed cushions they should be at the entry point to the Subdivision closer to The Marsh's Quaifes & Whincops intersection as they are coming from a higher speed environment.	Ross McFarlane
49520	I support this change, reducing speed at roundabouts makes it safer for everyone including cyclists and pedestrians.		Anne Scott
49496	All round abouts in and around longhurst/knight stream NEED these - the speed people are using through these wide round abouts are ridiculous and only a matter of time before more children and kids are seriously injured or killed	As above!	Anj Hawkins
49406	Completely support the raised speed platforms at this roundabout.	Speed cushions on the part of Whincops Rd between Quaifes/Marshs intersection and Ishwar Ganda Blvd are sorely needed. However, the proposal has these in the wrong place. Most of the speeding occurs nearer the Quaifes/Marshs end of the Longhurst part of Whincops Rd and generally improves the closer you get to Ishwar Ganda intersection. That intersection often has quite a lot of traffic, especially at peak times, and traffic around that intersection naturally slows because of it. However, speeding regularly and consistently occurs on Whincops Rd near the Quaifes/Marshs Rd intersection as people enter Whincops from a 60k zone (either the rural part of Whincops Rd or from Quaifes or Marshs Rds) and simply continue at that speed, or, from the other direction, speed up as they approach the Quaifes/Marshs intersection from the Richmond Ave/Caulfield Ave roundabout and see the 60k signs. If you are travelling north up Whincops Rd from Quaifes/Marshs, the road is on a slight gradient downwards and it is easy to speed up without really noticing. The speed cushions need to be part way between Ishwar Ganda and Quaifes/Marshs Rd, at around 79 Whincops Rd (near the alleyway through to Bradwell Cres). This would stop speeders well in advance of Ishwar Ganda, and slow speeders going in the other	Amanda Wall

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		<p>direction toward Quaifes/Marshs. If the speed cushions are left as proposed, nothing will really change for that southern end of Whincops Rd.</p> <p>A lot of schoolchildren use the alleyway between Whincops and Bradwell Cres, and then cross around there to the other side of Whincops Rd (often safer and quicker than crossing after Ishwar Ganda, given the traffic at that intersection at peak times). Traffic therefore needs to be slowed down here, rather than closer to the Ishwar Ganda intersection.</p> <p>Ideally, you would have two sets of speed cushions on Whincops between Ishwar Ganda and the Quaifes/Marshs intersection. This would make a real difference and be much safer. However, if the budget is only for one set, then these speed cushions absolutely must be moved down the road a bit to have any effect.</p> <p>My views on this are based on my regularly walking to/from school/preschool in that area for the last six years, and the poor driver behaviour I have witnessed on this stretch of road almost daily. It has always been the southern end of Whincops Rd in Longhurst that has been the issue, not the bit of road immediately before/after the Ishwar Ganda intersection.</p> <p>I am happy to discuss any part of this submission further with council staff working on this project.</p>	
49402	Yes.	<p>Leave the roads alone. Constant changes to slow traffic and placing obstacles in peoples way impinges their right to move, slows the flow of traffic, and congests intersections. Enough already. Try keeping rates below inflation instead of driving up the cost of living and OCR.</p>	andrew mckay
49397	Yes what about the speeding traffic coming off the motorway onto Kinightstream. How will you control that? What is there now is totally ineffective.		Helen OBrien
49368	<p>I support the raised platform for entry into the roundabout as well as the sharrows to encourage people riding bikes to have a lane position that avoids being "left hooked" or being squeezed left on the curve of the roundabout.</p> <p>With higher speed semi-arterial roads, initiatives like this are a very good tool to reduce speeds at intersections like this.</p> <p>I had quite a think about this and considered why the raised platform did not align with the pedestrian crossing point, and if it could go fully across the road (both lanes). I came to the conclusion if that was done, it may seem like a curtesy crossing and could lead to confusion. My thought is if the design was to be a raised platform fully across the road, and to avoid confusion, then the crossing should be a pedestrian crossing (e.g. like the Dyers Pass roundabout). This would lead to other considerations like distance from the roundabout, width of platform (to avoid bottom scrapes), etc. Of course that makes it a far more significant project (affecting curbing etc.), this would be excessive for this location.</p> <p>So yes, all things considered the proposed design from staff makes sense.</p>	<p>My thought on the speed cushion is that it will be helpful, but it does feel like a temporary and incomplete solution. It is quick and relatively cheap to deliver, however in the longer term there are a couple of things I think could be considered.</p> <p>1.) The pedestrian crossing point on the north-east side of the intersection could become more significant as a raised platform crossing and also help perform traffic calming.</p> <p>2.) Whincops Road is quite wide and the south-west end feels semi-rural, this leads to higher speeds than desired. I feel multiple treatments along the road are needed to help manage speed. In a longer term maybe tree/shrub planting in the berm could help. Maybe an additional crossing point with a build out near the "alley way" between 79 & 81 Whincops Road could also help.</p> <p>So in summary, the speed cushion will provide some short-term help, but please look for additional components that could be implemented in future.</p> <p>Also, a point to note, we could find with the speed cushion at one point drivers could speed along the road, brake for the cushion, and then speed up afterwards. The noise from this could be annoying for residents and that type of driving is inefficient. The solution should be a continuous feeling all along the road to keep at a safe speed.</p>	Allan Taunt
49126	<p>Good idea but it would be useful to have red road markings with the speed lot like in town as cars coming in to whincops road at both ends very rarely go 40. We live on whincops Neat haslwell junction and cars travelling to and from Lincoln speed. Park cars are getting hit all the time. I am constantly being abused and beeped at for going 40 and slowing down to get into my own drive. People are using it as a through road with no respect for residents.</p>		Leigh Gray