

Submitter #	Name, Address, Organisation	I support the Project	I Do not support the Project	I generally support the Project but have some concerns	Full Comments	Project team comments
1	Kimberlee Smith	Y			Timing of the lights will also need to be reviewed as the Ensors Road lights (near the round about to get people out of Opawa heading to Linwood) are really short and also contribute to the build-up of traffic along that strip of road by the roundabout.	Thank you for your submission. The traffic lights have been phased with priority given to Brougham Street as it is a State Highway. There are changes proposed as part of this project to the phasing of the signals at the intersection to meet the objectives of the projects to improve bus travel times and reliability during peak periods, whilst maintaining vehicle travel times and reliability on Brougham Street.
2	Randal Scott			Y	We must keep one lane for south bound traffic on Ensors Road. This is the main access for many people travelling to Opawa, St Martins, Waltham, and Beckenham	Thank you for your submission.
3	Jeremy Teague	Y			Excellent that this is happening! As a cyclist crossing north from Ensors over Brougham was/is a nightmare. I personally would love to see cycle lanes built on Opawa Road at the roundabout at Ensors as a lot of cycle traffic comes past here as an alternative to riding on Brougham. And I would love to see the same on Brougham/Ensors a lot of cyclists use that route to ride out to Woolston/Sumner. Kind regards and good luck!	Thank you for your submission. The installation of cycle lanes along Opawa Road is outside the scope of this project; however, the project team will refer this issue to the transport operations team for investigation.  NZTA require that cyclists take the lane to go through or around a roundabout; therefore, the cycle lanes stop 15 metres short of the roundabout to enable this to occur, and are not included in the roundabout itself.
4	Dennis Taylor	Y			As an employee of [REDACTED] who travels to work at [REDACTED] I am very supportive of this move. This alteration should see significant improvement regarding traffic congestion on the Opawa Road roundabout at peak times. This roundabout is consistently blocked due to the single lane currently not allowing it to be cleared. A good plan.	Thank you for your submission.

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5	Joseph Galavazi & Marion Heather Coxon			Y	As FREQUENT users of this route we agree with/support this plan. A major concern for some time however has been the congestion caused at Opawa Rd roundabout. Because of the lack of straight ahead and left turning lanes when approaching this roundabout from both North and South, this can be a major problem. Vehicles 'sitting' in the middle of the road block any movement when this is potentially possible.	Thank you for your submission.
6	Graeme & Shirley	Y			Yes it will improve things for a while but it's really only tinkering. There are too many cars on the road - just a few more cars and we'll be back to where we were before the intersection improvement.	Thank you for your submission.
7	P & J Neilson	Y				Thank you for your submission.
8	David Lilley	Y			It seems to have been researched well, and the final plan you have presented is very good in my opinion.	Thank you for your submission.
9	Peter & Suzanne Coster	Y				Thank you for your submission.
10	Dirk De Lu	NR	NR	NR	SUBMISSION FROM SPOKES CANTERBURY Spokes Canterbury is a local cycling advocacy group with approximately 1,200 members that is affiliated with the national Cycling Advocates Network (CAN). All submissions are developed online and include member's input. Spokes is dedicated to including cycling as an everyday form of transport in the greater Christchurch area. We would like the opportunity to appear at any public hearing that is held to consider submissions on these projects. Should there be an officer's report or similar document(s) we would appreciate a copy(s). Spokes Canterbury thanks CCC for the opportunity to	Thank you for your submission. Prior to the decision making meeting, all submitters will receive a letter with details of the meeting, the staff recommendation and a link to the agenda ( <a href="http://christchurch.infocouncil.biz/">http://christchurch.infocouncil.biz/</a> ).  NZTA require that cyclists take the lane to go through or around a roundabout; therefore, the cycle lanes stop 15 metres short of the roundabout to enable this to occur, and are not included in the roundabout itself.  The cycle lane runs right through to the pedestrian crossing limit line, ahead of the adjacent traffic lane, which reinforces to motorists that cyclists are using this space.

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					<p>provide much needed improvements to this proposed project.</p> <p>It is appreciated that cycle lanes are provided and that the free left turn lane from Brougham is to be controlled by a 'give way' sign. No stopping hash lines may be required to remind cars not to que across the cycle lane. People on bicycles have been 'cut off' by motorists and/or left to ride between the lanes when traveling across the current free turn lane. The extension of green paint across the left turn lane on south bound Ensors to Brougham is also appreciated. No stopping hash lines may also be required there to remind cars not to que across the cycle lane.</p> <p>Ensors Road north of Brougham Cycle lane widths on Ensors are unclear. There is more than enough room to easily provide 2 meter wide cycle lanes on both sides. Please do so.</p> <p>Ensors Road between Opawa Road and Brougham The width of the cycle lanes provided is inadequate. Spokes notes that a 1.1 meter wide central median is provided to separate motorised traffic while people on bicycles are offered a too narrow lane and a 10 cm painted line. Please insure that cycle lanes are at least 2 meters wide. This provides a slightly increased buffer from traffic; provision for cyclist passing and for queueing at the signals. This minimum width will also help 'future proof'. The interested but concerned cyclists so much the goal of CCC cycle planning will be dissuaded by a 1.6m cycle lane hard up against traffic and likely competing with cars encroaching on the cycle lane while queueing for left turns.</p> <p>Reducing the central median to 90 cm and north bound lanes to 3 meters will allow people on bicycles a full 2</p>	<p>The installation of cross hatch markings on the road is not implemented by the Council, except outside emergency vehicle locations (i.e. police stations, fire stations, St John ambulance).</p> <p>The project team has investigated whether cycle lanes can be widened to two metres width. By narrowing the median, a 1.8m width northbound and 1.9m width southbound for the cycle lanes can be achieved.</p> <p>The Cycle Advisory Panel was discontinued 10-12 years ago, and was integral in laying the foundations for the Council's Cycling Strategy, and Cycle Design Guidelines which are now in place. Input to further cycling initiatives is now on a project by project basis.</p>

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					<p>meters of width. The southbound lane can be reduced to 3.3 m allowing people on bicycles a full 2 meters of width. Reducing the motorised lanes and the median separation visually signals drivers to slow down and take care. Better road safety through better design serving all road users is thereby accomplished. As vulnerable road users' people on bicycles require this more than motorists require the extra 20 cm width of the median separator.</p> <p>The north bound left hand lane of Ensors Road will require bollards to keep cars and trucks from using the cycle lane as a turn lane. An advanced stop box for cyclists would reinforce this. Opawa Roundabout Please extend the green paint of cycle lanes well in to the roundabout to signal drivers that people on bicycles have a right to this space and should not be run down.</p> <p>Closing Comments</p> <p>Making much needed improvements for some road users but being unable to fund improvements for vulnerable road users is indefensible. The needs of non-motorized road users have gone unmet and/or poorly met for decades. If planning is too far advanced to include the vital changes pointed out in this submission then the planning process is broken. Please do not proceed with a faulty process.</p> <p>Reinstatement of the Cycle Advisory Panel would allow Spokes and other community members to provide much needed input such as we have provided here prior to plans being too far advanced to easily accommodate changes. It is our observation that the momentum of well advanced plans can leave needed changes un-adopted.</p>	

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11	Graham Maurice			Y	<p>I would like to suggest that timber bollards be placed along the edge of the large grassed area to the north of where the notable oak is situated to stop cars driving onto the grassed area. These bollards would be situated along the curved grass / asphalt edge outside 38 Ensors Road.</p> <p>I have two reasons for suggesting this. Firstly, it would stop people parking on the grassed area and damaging the grass and tree roots. Secondly, and more importantly, people who park on the grass often exit this space by jumping the curbing and cutting the corner to exit onto Opawa Road to the left of the proposed tactile pavers near 32 Ensors Road. There is potential for collisions with cars navigating the round-about and not expecting cars to be exiting the grass area. Furthermore, pedestrians do not expect to encounter cars travelling on the footpath outside 32 Ensors Rd when they are walking into Opawa Road from Ensors Road.</p> <p>On occasion, when traffic has been backed up at the round-about I have also seen cars shortcut the round-about by driving on the driveway outside 38 Ensors Road then along the grass / footpath outside 32 Ensors Road and onto Opawa Road.</p> <p>For both the environmental damage to the grass and trees and potential health and safety risks to people I feel my suggestion is worthy of serious consideration.</p>	Thank you for your submission. The project team will include the installation of the bollards in this scheme.
12	Tom Watson	Y			Looks good to me and certainly an improvement. I have been caught trying to enter the roundabout	Thank you for your submission.

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					myself to go straight through (it's not just buses). I look forward to using once it's complete. Units [REDACTED]	
13	Heather Purdie			Y	<p>I am always in favour of improving public transport and cycling options in the city as I cycle each day to work from Opawa to Ilam.</p> <p>Great to see the plan for a dedicated cycleway here but why not go a bit further and separate the cycle lane from the road by the curb? For example, as is currently being done on University Drive. A wider walking cycle lane, a curb then the bus/car lanes.</p> <p>The more separation of cyclists from the buses and cars the better and if the road is being dug up for the bus lanes, why not really improve the pedestrian/cycle option as well?</p>	<p>Thank you for your submission.</p> <p>The implementation of a separated cycle lane falls outside the scope of this project; however, the Major Cycleway Route (MCR) project closest to this area is the Heathcote Expressway, which is currently under development. This MCR will cross Ensors Road between Charles Street and Mackenzie Avenue.</p>
14	Neville & Dawn Clark	Y				Thank you for your submission.
15	Peter Currie			Y	<p>Being a resident on Ensors Road - I find at peak times that the roundabout on Ensors/Opawa to be a large bottle neck if you desire to turn left (travelling toward Brougham Street) into Opawa Road - one car stopped in the middle of the lane - impedes all traffic. Also any buses at the existing stop have to await the courtesy of drivers to get back into the flow of traffic again to be impeded at the roundabout. My solution:</p> <ul style="list-style-type: none"> <li>- Move existing bus stop outside No 25 Ensors Road to outside No 29 Ensors Toad. This would mean that no car parking spaces were lost. Extend the 2 lanes and cycle lane (at 7.8m) back through the roundabout to the new bus stop. This means two lanes at the Give Way sign. Outer lane for cars etc. wishing to go forward to the lights on Brougham Street or turn right into Opawa</li> </ul>	<p>Thank you for your submission. NZTA require that cyclists take the lane to go through or around a roundabout; therefore, the cycle lanes stop 15 metres short of the roundabout to enable this to occur, and are not included in the roundabout itself.</p> <p>The bus stops indicated fall outside the scope of this project; however, the project team will refer this issue to the transport operations team for investigation, including discussion with Environment Canterbury, which is responsible for the operation of the bus services.</p>

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					<p>Road. Inner lane to be bus - cycle or left turn only lane. This allows the bus and cyclists easier access to the lights at Brougham St. The two laning would allow for another 4 to 8 vehicles in these lanes. The advantage is a faster traffic flow.</p> <p>The median strips and roundabout will need to be altered. As a regular user of this road both as a cyclist and vehicle driver I see my proposal as a better solution to the congestion at the roundabout.</p> <p>Cycle lane - travelling south from Brougham to Opawa Road on Ensors Road. Travelling this section on my bicycle on many occasions I find vehicles zoom past the cyclists and then wishing to turn left, cut into the cyclists lane, forcing the cyclist to go round the right hand side of the vehicle - impeding other vehicles or stopping until the way is clear. My solution: extend the cycle lane proposed right up to the Give Way line. This will hopefully stop vehicles wishing to turn left, cutting the cyclists off.</p> <p>See altered drawings pages 18-21</p>	
16	Keith & Hazel Chapman	Y			<p>This will relieve the queues at peak times.</p> <p>Could two lines of traffic be made in Ensors Road prior to going around the roundabout? It is sometimes quite difficult to turn left.</p> <p>At times the queues often reaches to No 7!! The suggested two lanes will help but not quite alleviate the queues!</p>	<p>Thank you for your submission.</p> <p>The installation of cycle lanes along Ensors Road to the south of the roundabout is outside the scope of this project; however, the project team will refer this issue to the transport operations team for investigation.</p>

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					Can't wait for it to proceed!	
17	Duncan Burn	Y				Thank you for your submission.
18	Ian McCahon	Y			<p>This will help relieve the problem. It is not an easy fix given the short length of road between Opawa &amp; Brougham Streets. As drawn, the entry into this length is narrower at the roundabout. I suggest amending the end of the median strip to allow 2 lane width for the full length.</p>	<p>Thank you for your submission.</p> <p>The installation of cycle lanes along Ensors Road to the south of the roundabout is outside the scope of this project; however, the project team will refer this issue to the transport operations team for investigation.</p>
19	Gemma Anne			Y	<p>Is it possible to have a green arrow from SH76 (east) into Ensors Road (north)? There is one at the next intersection with Opawa/Shakespeare and with changes proposed for the major cycleway at Ferry/Wilsons and Ferry/Fitzgerald it would be better to be able to safely turn at this location to then get to Fitzgerald Avenue.</p> <p>When the train is crossing Ensors Road, the queue in the left turn lane starts to block the through lane for eastbound traffic, which results in drivers switching lanes suddenly. Is the left turn lane long enough to hold the traffic without the queueing back now the free slip has been removed?</p> <p>Is it possible to have zebra crossings on the slip lanes and raised if possible?</p> <p>Can a signal controlled pedestrian crossing be added on the north side of the intersection, even if have to cross in two stages?</p> <p>Cyclists travel eastbound on Brougham Street, is there still enough room between the island and the through</p>	<p>Thank you for your submission.</p> <p>There are no additions proposed to the signals at the Ensors Road / Brougham Street intersection. The only changes to the signals will be phasing changes to meet the key objectives of the project to improve bus travel times and reliability during peak periods, whilst maintaining vehicle travel times and reliability on Brougham Street.</p> <p>The project team has done extensive modelling of the traffic flows at this intersection to ensure the vehicle travel times and reliability along Brougham Street are maintained. The key reason for queues along Brougham Street at the existing free turn slip lane / proposed Give Way control is the operation of the railway crossing barrier, when a train is crossing. The rail crossing and train timetable fall within the responsibility of Kiwirail. The project team has noted that the activation of the rail barriers results in higher delays, queues and travel times for the network. Although the rail line operates sporadically during peak hours, the impacts are significant for a short period of time following the train passing.</p>



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					lane that is currently where the chevron type marking is?	<p>NZTA is the road controlling authority for the State Highway network, which includes Brougham Street. Their permission would be required to install a raised zebra crossing across the slip lane. The project team has requested their response to this query, which has not yet been received.</p> <p>The installation of a signalised pedestrian crossing across the north side of this intersection is outside the scope of this project. Additional signal phases are likely to cause delays to bus travel times and increase unreliability to the bus service, as well as be detrimental to maintaining vehicle travel times and reliability along Brougham Street. This would be contrary to the objectives of this project.</p> <p>Yes there is room for cyclists to travel eastbound along Brougham Street. The Council would encourage use of the Major Cycleways Route – the Heathcote Expressway, once it is operational, which crosses Ensors Road between Charles Street and Mackenzie Avenue.</p>
20	Bronwyn Larsen			Y	<p>General Comments</p> <p>8. The CDHB supports the proposed passenger transport intersection improvements. The installation of the additional northbound through lane will improve bus travel times and bus journey reliability.</p> <p>Specific comments</p> <p>9. In general, the CDHB strongly supports the installation of cycle lanes, however given the nature of the heavy vehicles that use this</p>	<p>Thank you for your submission.</p> <p>A shared path option for cyclists and pedestrians was investigated during scheme design by the project team. This option was discounted as the preferred option because there was a requirement to relocate an existing fence line and timber pole to provide the maximum width required for a shared facility. In addition, the supports for an existing road sign would</p>

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					<p>route to the Port and the proximity of the Fulton Hogan Depot, it would be safer for cyclists to use a shared pathway. Cyclists may have to compete for space when larger buses or trucks encroach the cycle lanes. The CDHB recommends that the Council consider creating a shared pathway along Ensors Road for cyclists and pedestrians.</p> <p>10. The CDHB notes that the lighting poles from the new centre median will be relocated to the sides of the road. It is not clear from the map where the new lighting will be located. The CDHB is concerned that the relocation of the lights may compromise the width of the footpath which would have an impact on safety and the accessibility for pedestrians. Furthermore the CDHB recommends that a CPTED audit is undertaken to ensure the new lighting is appropriate for the site and pedestrians and cyclists feel safe when they are passing through the area at night.</p> <p>11. Thank you for the opportunity to submit on Ensors Road proposed passenger Transport Intersection Improvements</p>	<p>need to be widened and raised. The preferred option can be achieved within the existing road reserve.</p> <p>A CPTED audit will be carried out as part of the design process. In addition, the proposed scheme has been assessed by Connetics to ensure the location and level of lighting is appropriate.</p>
21	Arthur McGregor	Y			<p>Proposal looks good. I am glad to see the council taking action to improve public transport services. This does not appear to have any negative compromises other than cost, but improvements to public transport are worth this cost.</p> <p>I am also pleased to see the addition of cycle lanes.</p>	Thank you for your submission

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22	Kim Burridge			Y	<p>I cycle to work east along Ensors, turning left at Opawa Rd. There should be a left turning lane at the roundabout. All the people wanting to turn left (north) at the Opawa roundabout are held up by the traffic wanting to continue along Ensors Rd through the roundabout.</p> <p>Also, there are <u>lots</u> of work time commuter cyclists using Opawa Rd/Shakespeare Rd to get to and from town. We need a bicycle lane on Opawa/Shakespeare Rd. If you created a cycle lane and it went down Wilsons Rd (which has plenty of existing space to have a cycle lane) it could join up with the existing cycle lane on Ferry Rd.</p> <p>I have been knocked off my bike by a car on Opawa roundabout (2 broken arms/15 months healing) so I'm speaking from bitter experience. See TRIM 17/308918 for diagram</p>	<p>Thank you for your submission.</p> <p>The roundabout and traffic lanes leading into the roundabout and the implementation of cycle lanes along the Opawa Road / Shakespeare Road route fall outside the scope of this project; however, these issues will be referred by the project team to the transport operations team for investigation.</p>
23	David John Evans			Y	<p>As a frequent cyclist I doubt the value of the southbound cycle lane on Ensors Rd between Brougham St and Opawa Rd. Any cyclist turning right into Opawa Rd (as I do), or even going straight through, has to get out into the stream of traffic. The cycle lane suggests a place of safety that will not really exist.</p> <p>I often observe the backup of northbound traffic from the Brougham St lights during the after-school and evening rush hours. I expect the two-laning of Ensors Rd from the roundabout will help this, but I think the light sequence would need to adapt to heavy demand, to some extent, if the Orbiter is not to be delayed.</p>	<p>Thank you for your submission.</p> <p>NZTA requires that cyclists take the lane to go through or around a roundabout; therefore, the cycle lanes stop 15 metres short of the roundabout to enable this to occur, and are not included in the roundabout itself.</p> <p>The project proposes some phasing changes to the signals to improve bus travel times and reliability during peak periods, whilst maintaining vehicle travel times and reliability on Brougham Street.</p>
24	Marianne Smith			Y	<p>Currently the traffic forms 2 lanes at this intersection by itself in order to accommodate the increased traffic flow at peak times, however, this only goes part of the way</p>	<p>Thank you for your submission.</p>

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					<p>to alleviating the congestion. I have observed that the most delays occur because the lights at the intersection don't change when there is railway traffic in the vicinity so the traffic travelling from the roundabout to Ensors road is held up through 2 changes in lights in order to prevent traffic going into the intersection when there is rail traffic.</p> <p>Therefore the traffic flow will only be increased when there is an alternative rail crossing or change in train timetable to avoid peak traffic times.</p>	<p>The project proposes some phasing changes to the signals to improve bus travel times and reliability during peak periods, whilst maintaining vehicle travel times and reliability on Brougham Street. The rail crossing and train timetable fall within the responsibility of Kiwirail. The project team has noted that the activation of the rail barriers results in higher delays, queues and travel times for the network. Although the rail line operates sporadically during peak hours, the impacts are significant for a short period of time following the train passing.</p>
25	Marguerite McCartney			Y	<p>Agree in principle to a solution, but the Orbiter service is only a small part, of an increasing congestion of traffic along St Martins Road and Ensors Road exiting north to Brougham Street, Opawa Road and Aldwins Road.</p> <p>At peak times traffic is backed up right down St Martins Road; your solution is inadequate to address the problem.</p> <p>1. I propose to make Ensors Road, north from the bridge, to the Ensors Road/Opawa Road roundabout two lanes north, (leaving the south lane single.) Sacrifice the grass berms to make the road wider, still keeping a footpath.</p> <p>2. Make the Opawa Road/Ensors Road roundabout smaller to accommodate two lanes around the roundabout. This roundabout is a real bottle-neck and holds up traffic in all directions. This will allow more traffic to exit onto Opawa Road west, and other traffic to flow easily onto the proposed two straight through lanes north to Aldwins Road.</p>	<p>Thank you for your submission. The traffic lights have been phased with priority given to Brougham Street as it is a State Highway. There are changes proposed as part of this project to the phasing of the signals at the intersection to meet the objectives of the projects to improve bus travel times and reliability during peak periods, whilst maintaining vehicle travel times and reliability on Brougham Street.</p> <p>The roundabout and traffic lanes leading into the roundabout fall outside the scope of this project; however, these issues will be referred by the project team to the transport operations team for investigation.</p>

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					3. The phase of the green light also needs to be longer at peak times to allow more traffic to clear from Ensors Road north.	
26	Brian Greaves			Y	Yes, the alteration to Ensors Rd from the roundabout to Brougham Street needs alteration, which will help with traffic flow. My concern is the stopping of the FREE turn Brougham St into Ensors Road, which would back traffic up considerably on Brougham Street bringing frustration to people wanting to turn left at the traffic lights. Having the free turn takes away the congestion that would otherwise form. Thank you.	Thank you for your submission.  The project team has done extensive modelling of the traffic flows at this intersection to ensure the vehicle travel times and reliability along Brougham Street are maintained. The key reason for queues along Brougham Street at the existing free turn slip lane / proposed Give Way control is the operation of the railway crossing barrier, when a train is crossing.
27	Ms Amber M Gazzard			Y	<ol style="list-style-type: none"> <li>1. Scrap the roundabout and have lights that are in rotation with Brougham St and Railway Arms.</li> <li>2. 2 lanes at lights - it is too narrow could have a Give Way sign on left going to the approach of Brougham St from Ensors Rd.</li> <li>3. Yellow broken lines or bus lane one side of Ensors Rd from lights to River it is making it difficult to get in and out of properties at peak time. The traffic is bumper to bumper from the roundabout to the River and up St Martins Rd also. Ensors is used as a speed track at different times day or night.</li> <li>4. It is not before time that something is being done about the street.</li> <li>5. I have live in the street since the 1940's and in that time till now the only major road work was the widening of the road in the early 1970's when my father sub-divided the property.</li> </ol>	Thank you for your submission.  The conversion of the Opawa Road roundabout to a signalised intersection was investigated as part of the scheme design options, and required kerb realignment at the Opawa Road / Ensors Road intersection and removal of the existing roundabout. However, this scheme option did not meet the key objectives of the project to improve bus travel times and reliability during peak periods, maintain the vehicle travel times and reliability on Brougham Street, and it did not fall within the project budget.
28	Steve Ranford	Y			This plan will improve the congestion at peak traffic flows by enabling a second straight through lane. Consideration should be given to a third section of road	Thank you for your submission.

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					<p>between the roundabout on Opawa Road and the Heathcote River bridge when travelling SSW on Ensors Road.</p> <p>In particular:  Would future congestion be alleviated more if, on the west side of the section of Ensors Road, it was double laned to balance the two sections to the north east that are the subject of this project. This would enable more traffic to be accommodated when the railway barriers were down further to the north east along Ensors. Some traffic could turn left from Ensors into Opawa Road from an inside lane.  See diagram page 23</p>	<p>The roundabout and traffic lanes leading into the roundabout fall outside the scope of this project; however, these issues will be referred by the project team to the transport operations team for investigation.</p>
29	Meg Christie			Y	<p>Thank you for the opportunity to submit I ride this section of the network frequently and am grateful for the planned changes to make this a more comfortable for people on bicycles. This is also a key route for people accessing retail outlets at Eastgate and on Ferry Road, as well as getting employment opportunities at the nearby rest home and other working opportunities and most importantly students accessing Linwood College and Ara. It is also a link to the Heathcote Expressway and Rapanui Shag Rock MCRs so I urge planners to create an intersection that is welcoming, intuitive and safe for people on bikes. I think it is imperative that planners offer real choice and incentive to people needing to travel on this section of the network. Although I currently ride it (with trepidation), I can easily see how this State Highway intersection and roundabout could be perceived as a busy, dangerous intersection that has no place for any other mode than the private motor vehicle. As I and my fellow baby boomers age and become more frail (perhaps even lose</p>	<p>Thank you for your submission.</p> <p>NZTA require that cyclists take the lane to go through or around a roundabout; therefore, the cycle lanes stop 15 metres short of the roundabout to enable this to occur, and are not included in the roundabout itself.</p> <p>The cycle lane runs right through to the pedestrian crossing limit line, ahead of the adjacent traffic lane, which reinforces to motorists that cyclists are using this space.</p> <p>The installation of cross hatch markings on the road is not implemented by the Council, except outside emergency vehicle locations (i.e. police stations, fire stations, St John ambulance).</p> <p>The project team has investigated whether cycle lanes can be widened to two metres width. By narrowing the</p>

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					<p>my driver's licence), I want to get to retail outlets etc. on that side of the tracks by bike well into the future!</p> <p>I welcome the intention to provide cycle lanes to give people on bikes a free left turn, controlled by a 'give way' sign, from Brougham. I suggest that no stopping hash to be added so that queued cars do not wait on the cycle lane and to serve as a reminder to moving motorists not to cut off people on bicycles. I also appreciate the extension of green paint cycle lane across the left turn lane on south bound Ensors to Brougham. Again, hash lines may also be required here. I request that cycle lane widths on Ensors Road north of Brougham could be at least 2m wide on both sides.</p> <p>I feel the width of the cycle lanes provided on Ensors Road between Opawa Road and Brougham is too narrow and request that this also be increased to 2m. I also request that cycle separators be installed on the north bound left hand lane of Ensors Road as well as an advanced stop box for cyclists. This works well at the Strickland Street/ Brougham Street southern intersection.</p> <p>Please extend the green paint of cycle lanes well into the Opawa roundabout so that people on bicycles know where to ride.</p>	<p>median, a 1.8m width northbound and 1.9m width southbound for the cycle lanes can be achieved.</p>
30	J Hoskin	NR	NR	NR	<p>It would be a lot safer for Westbound traffic turning from Brougham Street into Ensors Rd if there was a right turn phase to get across the intersection. See page 24 for diagram.</p> <p>Island at Opawa Rd is built up and it is difficult to see indicators on turning traffic.</p> <p>Further to the email of 4th April, I was traveling north on Ensors Rd on Sunday and while waiting for the lights</p>	<p>Thank you for your submission.</p> <p>Adding an additional traffic movement to the intersection would cause additional delays to the State Highway. There are no additions proposed to the signals at the Ensors Road / Brougham Street intersection. The only changes to the signals will be phasing changes to meet the key objectives of the</p>

Submitter #	Name, Address, Organisation	I support the Project	I Do not support the Project	I generally support the Project but have some concerns	Full Comments	Project team comments
					to change at Brougham St, noticed two people riding disability ride-ons trying to cross Brougham Street from north to south, one was at full stretch attempting to press the button to cross and was having great difficulty reaching the button, I wondered why she/he didn't manoeuvre closer to the post when I saw that the concrete berm was preventing getting closer, so I wondered if this was something to consider when changes are made at this junction.	<p>project to improve bus travel times and reliability during peak periods, whilst maintaining vehicle travel times and reliability on Brougham Street.</p> <p>The pedestrian crossing buttons are accessible when using the pedestrian footpath. It is recommended that mobility scooters do not use the cycle lane when crossing the street.</p>
31	Michael Elsworth			Y	<p>Hi Lori - further to our discussion on the phone: Concerned about absence of proposal for traffic delays on SSW side of Ensors Rd, with peak time tailbacks beyond the river bridge at Fifield Terrace. Residents unable to exit their properties.</p> <p>Suggestions:</p> <ol style="list-style-type: none"> <li>1) Double yellow line from the Fifield Terrace to the roundabout.</li> <li>2) A second lane on this section, allowing Orbiter parking, cycle lane, and possibly a free left turn into Opawa Road. Plenty room but power pole an obstacle! The outside lane for through and R turning traffic.</li> <li>3) I submit that more progress will be made by balancing work on both sides of roundabout. Ask that consideration be given to replacing roundabout with traffic lights, incorporating traffic controlled barrier crossing for school children transferring from 28 to Orbiter. Current crossing found hazardous! See page 22 for diagram.</li> </ol>	<p>Thank you for your submission.</p> <p>The traffic delays are outside the scope of this project; however, the project team will refer this issue to the transport operations team for investigation, including the safety concerns for pedestrians.</p> <p>The conversion of the Opawa Road roundabout to a signalised intersection was investigated as part of the scheme design options, and required kerb realignment at the Opawa Road / Ensors Road intersection and removal of the existing roundabout. However, this scheme option did not meet the key objectives of the project to improve bus travel times and reliability during peak periods, maintain the vehicle travel times and reliability on Brougham Street, and it did not fall within the project budget.</p>
32	Mr M Smith			Y	<p>It's not just busses hold up; the roundabout gets grid locked. And cycling through there has been fraught with hazards.</p> <p>But there is no provision for cyclists turning right from Ensors N to Brougham W. Are they supposed to</p>	<p>Thank you for your submission.</p> <p>The preference is for cyclists to use quieter streets, rather than Brougham Street. The Council would also encourage use of the Major Cycleways Route – the</p>

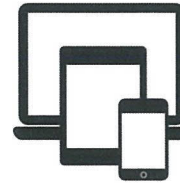


Submitter #	Name, Address, Organisation	I support the Project	I Do not support the Project	I generally support the Project but have some concerns	Full Comments	Project team comments
					<p>chance the roundabout?            And why does the cycle lane stop so far short of the roundabout?            New 'Give Way' lane needs extra warning to watch for cyclists travelling at speed.            Left lane at Brougham W is likely to get jammed unless Opawa Rd lights are synchronised for new arrangement</p>	<p>Heathcote Expressway, once it is operational, which crosses Ensors Road between Charles Street and Mackenzie Avenue.</p> <p>NZTA require that cyclists take the lane to go through or around a roundabout; therefore, the cycle lanes stop 15 metres short of the roundabout to enable this to occur, and are not included in the roundabout itself.</p> <p>There are changes proposed as part of this project to the phasing of the signals at the intersection to meet the objectives of the projects to improve bus travel times and reliability during peak periods, whilst maintaining vehicle travel times and reliability on Brougham Street.</p>

# Submission form: Ensors Road proposed passenger transport intersection improvements (Brougham Street - Opawa Road)

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**IF YOU CAN, DO IT ONLINE**  
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Cuts **OUR** costs

Please tick the relevant box:

- Yes - I/we support the plan
- No - I/we do not support the plan
- Yes - I/we generally support the plan but have some concerns (please comment)

Please provide your feedback on the proposal (use additional paper if required).

BENIC A RESIDENT ON ENSORS ROAD - I FIND AT PEAK TIMES THAT THE ROUND ABOUT ON ENSORS/OPAWA TO BE A LARGE BOTTLE NECK IF YOU DESIRE TO TURN LEFT (TRAVELLING TOWARD BROUGHAM STREET) INTO OPAWA ROAD - ONE CAR STOPPED IN THE MIDDLE OF THE LANE - IMPEDES ALL TRAFFIC. ALSO ANY BUSES AT THE EXISTING STOP HAVE TO AWAIT THE COURTESY OF DRIVERS TO GET BACK INTO THE FLOW OF TRAFFIC. AGAIN TO BE IMPEDED AT THE ROUND ABOUT. MY SOLUTION: MOVE EXISTING BUS STOP OUTSIDE NO 25 ENSORS ROAD TO OUTSIDE NO 29 ENSORS ROAD. THIS WOULD MEAN THAT NO CAR PARKING SPACES WERE LOST. EXTEND THE 2 LANES + CYCLE LANE (AT 7.8M) BACK THROUGH THE ROUND ABOUT TO THE NEW BUS STOP. THIS MEANS TWO LANES AT

PAGE 1

Name: \*

Address: \*

Postcode: \*

Phone: \*

Email:

\* indicates required field

**Please note:** Your full name, address and telephone number are required because this information is important for transparency, and for Christchurch City Council's decision-making process. It also means we can update you on progress. Ideally we would like your email address too, if you have one, as this makes it easier for us to stay in touch with you throughout the engagement process.

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Christchurch City Council





PAGE 2

THE GIVE WAY SIGN. OUTER LANE FOR CARS ETC WISHING TO GO FORWARD TO THE LIGHTS ON BROUGHAM STREET OR TURN RIGHT INTO OPANA ROAD. INNER LANE TO BE BUS - CYCLE OR LEFT TURN ONLY LANE. THIS ALLOWS THE BUS AND CYCLISTS EASIER ACCESS TO THE LIGHTS AT BROUGHAM ST. THE TWO LANING WOULD ALLOW FOR ANOTHER 4 TO 8 VEHICLES IN THESE LANES.

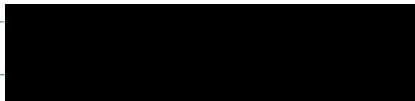
THE ADVANTAGE IS A FASTER TRAFFIC FLOW.

THE MEDIAN STRIPS AND ROUND ABOUT WILL NEED TO BE ALTERED. AS A REGULAR USER OF THIS ROAD BOTH AS A CYCLIST AND VEHICLE DRIVER I SEE MY PROPOSAL AS A BETTER SOLUTION TO THE CONGESTION AT THE ROUND ABOUT.

CYCLE LANE - TRAVELLING SOUTH FROM BROUGHAM TO OPANA ROAD ON ENSORS ROAD. TRAVELLING THIS SECTION ON MY BICYCLE ON MANY OCCASIONS I FIND VEHICLES ZOOM PAST THE CYCLISTS AND THEN WISHING TO TURN LEFT, CUT INTO THE CYCLISTS LANE, FORCING THE CYCLIST TO GO ROUND THE RIGHT HAND SIDE OF THE VEHICLE - IMPEDING OTHER VEHICLES OR STOPPING UNTIL THE WAY IS CLEAR. MY SOLUTION: EXTEND THE CYCLE LANE PROPOSED RIGHT UP TO THE GIVE WAY LINE. THIS WILL HOPEFULLY STOP VEHICLES WISHING TO TURN LEFT, CUTTING THE CYCLISTS OFF.

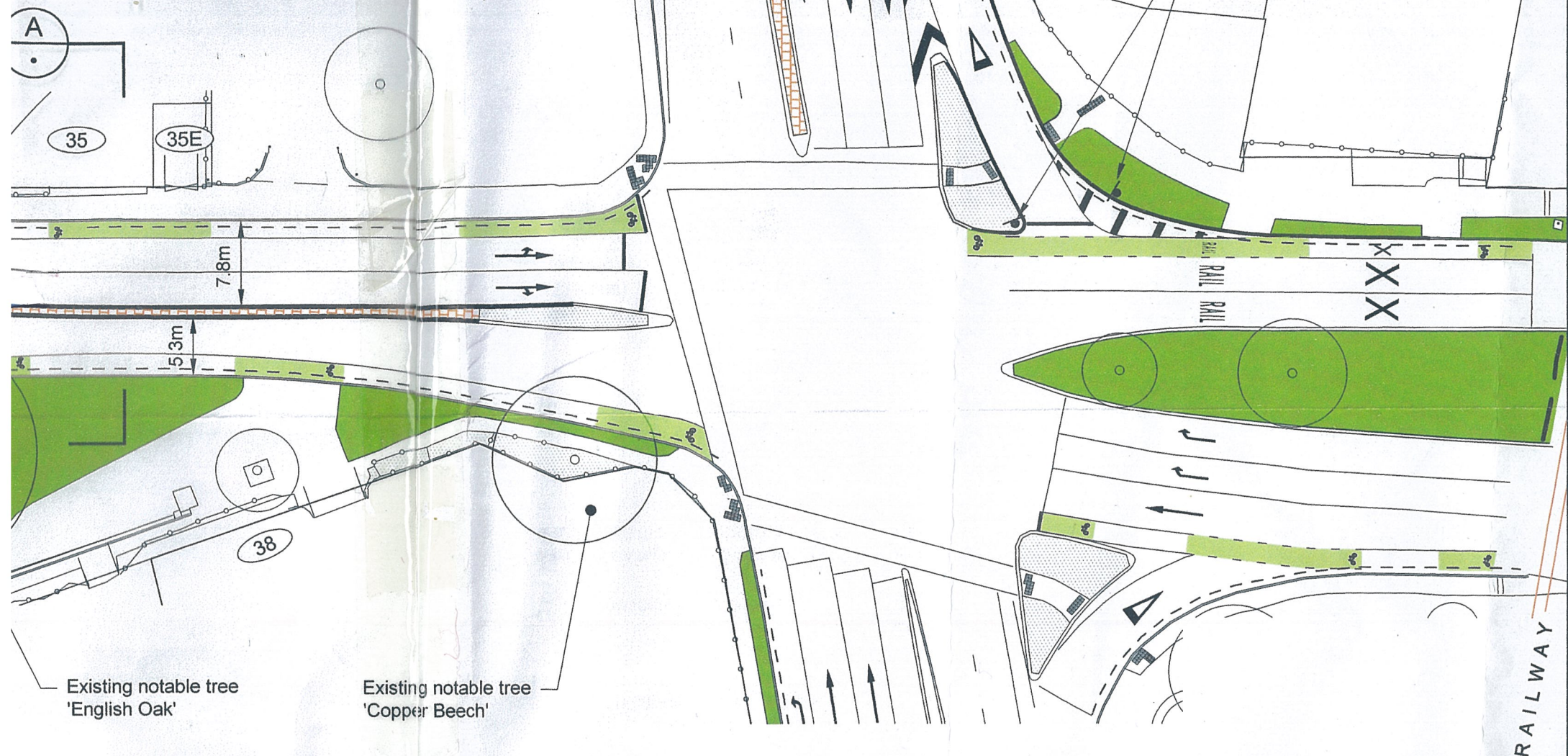
ALTERED DRAWINGS ATTACHED.

REGARDS





# ENSORS ROAD



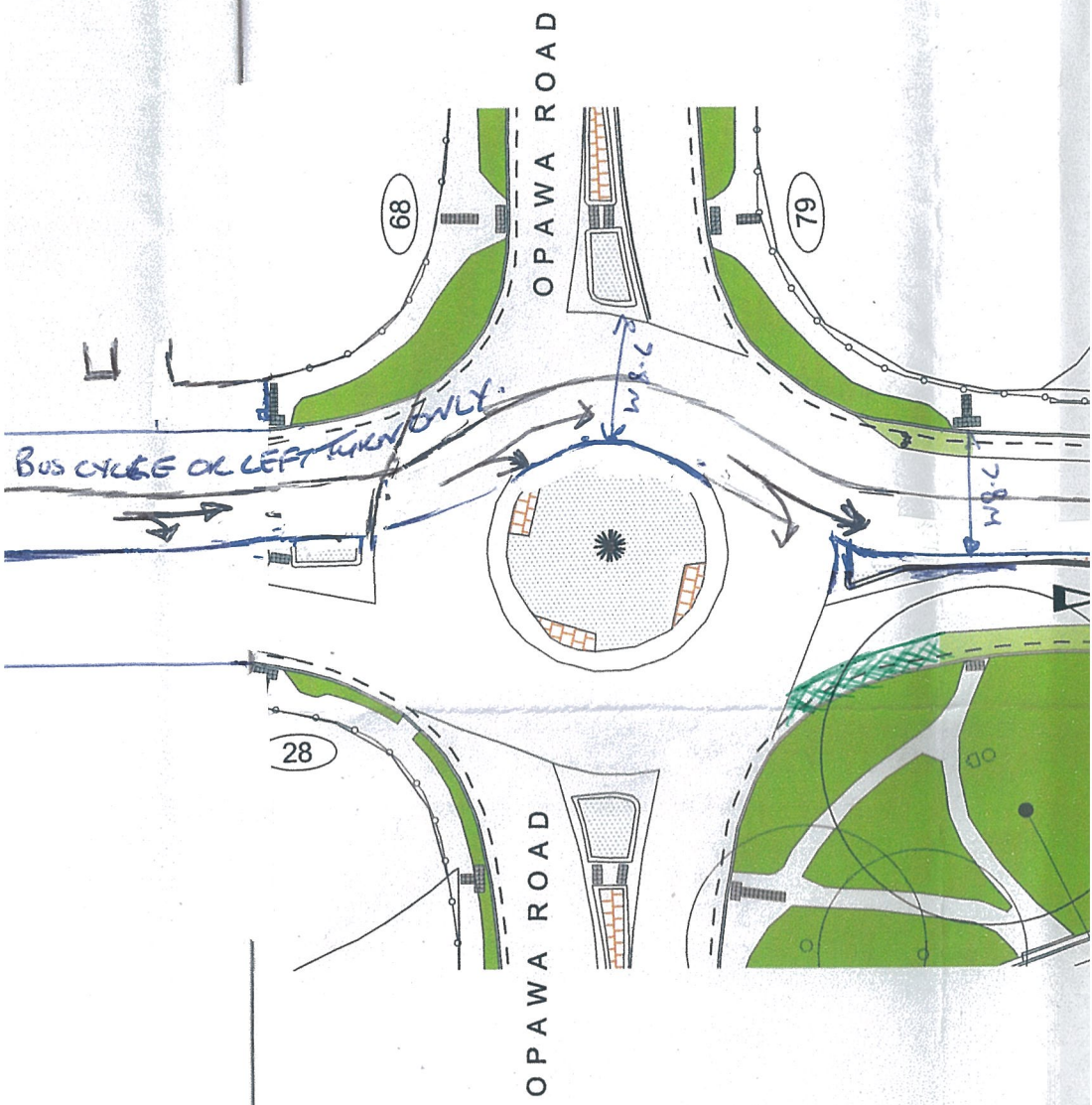
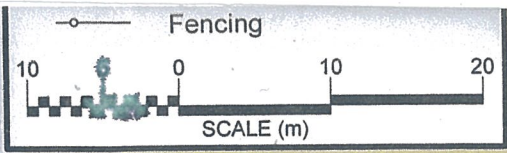
Existing notable tree  
'English Oak'

Existing notable tree  
'Copper Beech'

D (Orbiter Public Transport Route)  
movements

Original Plan Size: A3  
ISSUE. 1 03/02/2017  
TP0350501 HN CP502766



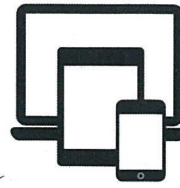




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*Hi Lori - further to our discussion on the phone.*

Please tick the relevant box:

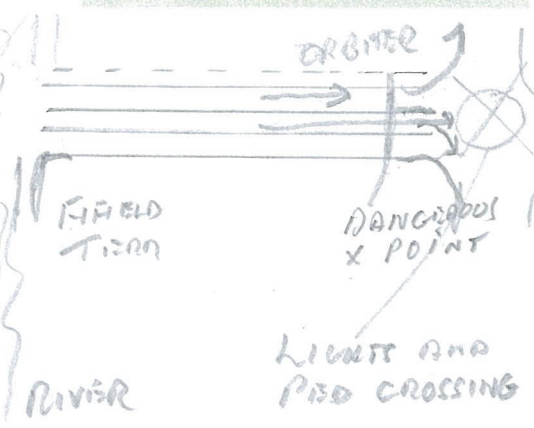
Yes - I/we support the plan

No - I/we do not support the plan

Yes - I/we generally support the plan but have some concerns (please comment)

Please provide your feedback on the proposal (use additional paper if required).

*Concerned about absence of proposal for traffic delays on SSW side of Ensors Rd, with peak time tailbacks beyond the River bridge at Field Terrace. Residents unable to exit their properties. Suggestions: 1) Double yellow line from the Field Terrace to the Roundabout. 2) A second lane on this section, allowing Orbiter parking, Cycle lane, and possibly a free left turn into Opawa road. Plenty room but power pole an obstacle! The outside lane for through and R turning traffic. 3) I submit that more progress will be made by balancing work on both sides of Roundabout, and that consideration be given to replacing roundabout with traffic lights, allowing traffic controlled banner crossing for school children transiting from 28 to Orbiter a busment crossing point hazardous!*



Name: \*

[Redacted Name]

Address: \*

[Redacted Address]

Postcode: \*

[Redacted Postcode]

Phone: \*

[Redacted Phone]

Email:

[Redacted Email]

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\* indicates required field

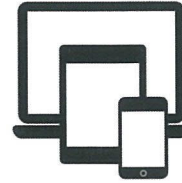
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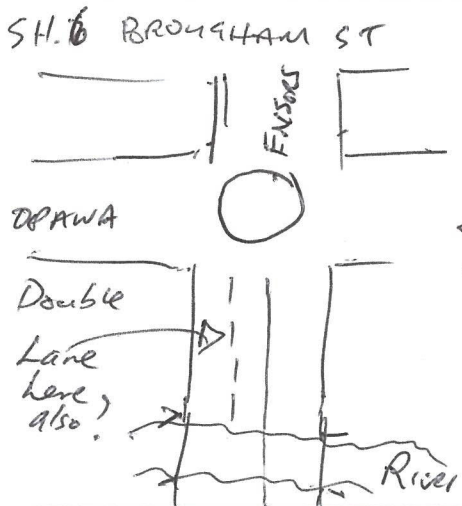
Please provide your feedback on the proposal (use additional paper if required).

*This plan will improve the congestion at peak traffic flows by enabling a second straight through lane.*

*Consideration should be given to a third section of road between the roundabout on Opawa Road and the Heathcote River bridge when travelling SSW on Ensors Road.\**

*In particular:*  
*Would future congestion be alleviated more if, on the west side of the section of Ensors Road,\* it was double lamed to balance the two sections, that are the*

*subject of this project. This would enable more traffic to be accommodated when the railway barriers were down further to the north east along Ensors. Some traffic could turn left from Ensors into Opawa Rd. from an inside lane.*



Name: \* [Redacted]  
 Address: \* [Redacted]  
 [Redacted]  
 Postcode: \* [Redacted]  
 Phone: \* [Redacted]  
 Email: [Redacted]

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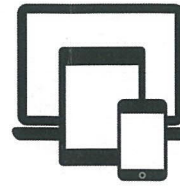
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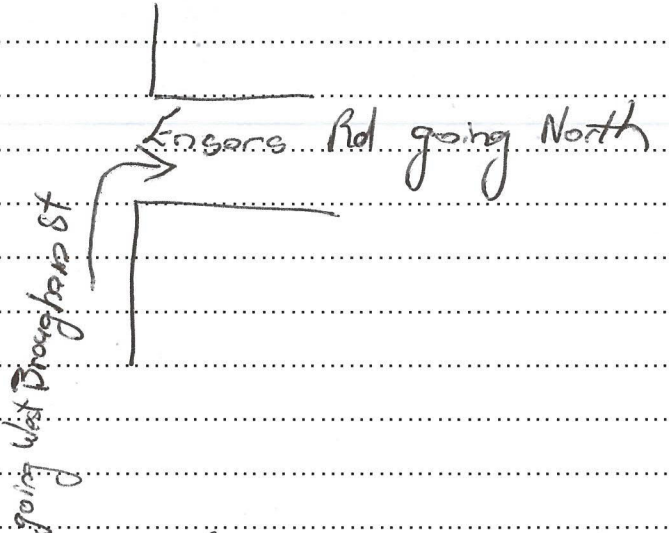
Yes - I/we support the plan

No - I/we do not support the plan

Yes - I/we generally support the plan but have some concerns (please comment)

Please provide your feedback on the proposal (use additional paper if required).

It would be a lot safer for Westbound traffic turning from Brougham St into Ensors Rd if there was a right turn phase to get across the intersection.



Island at Opawa Rd is built up and it is difficult to see indicators on turning traffic

Name: \*

Address: \*

Postcode: \*

Phone: \*

Email:

\* indicates required field

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