

Ilam Middleton Riccarton intersection full submissions names only

ID	Attachments	First name	Last name	Name of organisation (if applicable)	Submitter comments
23072	No			Spokes Canterbury	<p>There is a lot to like here and Spokes is in support with some concerns. Spokes is mindful that Council does not have unlimited funds or public support and that road space is often limited.</p> <p>Cycle infrastructure already delivered has found usage in excess of predictions. The demand is clear as is the need to make infrastructure the best it can be from the start and with planning in support of expansion to meet ever increasing usage. Congested cycleways and long waits at intersections will put some off from cycling.</p> <p>Spokes has noted the disturbing trend to continue to focus more on the needs of buses and cars. This will continue to reinforce cycling as a marginal transport mode and is counter to Council's avowed desire to meet the needs of the interested but concerned and support for true multi modal choice. In addition to leaving people who would like to cycle poorly served it compromises the uptake of Council's MCR's and cycling infrastructure generally.</p> <p>It is well known that we cannot build our way out of car dependency. Moving people on to bicycles supports public health while lowering rates and transport costs generally.</p> <p>Spokes is concerned that two different teams have designed this intersection and the cycle-way independently and that the cycle-way was approved before this proposal for this intersection which has created a lost opportunity to debate the best integrated solution. Piecemeal planning is poor planning costing money and missing opportunities.</p> <p><b>Hansons/Riccarton/Waimairi Intersection</b></p> <p>Spokes recommends that this intersection also be reviewed for cycling safety as this is a popular destination for cyclists and has a significant parking problem that could be alleviated by encouraging more active transport.</p> <p>This intersection is useful for those on bikes heading into Avonhead. Better provisions for cycles to negotiate this offset intersection are needed. Not all people on bikes are headed to the University. This intersection also connects the South Express to this highly used shopping centre with its many restaurants and shops, including a popular bike shop.</p> <p>The changes to Middleton Road will move more traffic to Hansons Lane turning right to Waimairi Road or down Riccarton Road.</p> <p><b>Middleton/Riccarton/Ilam Intersection</b></p> <p>Most cyclists currently try to avoid this dangerous intersection with its high number of crossing/turning and rear end accidents. The solution provided is a substantial improvement on the Nor-West Arc proposal. Restricting traffic in Middleton Road to left turn only significantly increases safety for cyclists and cars by reducing conflict in the intersection.</p> <p>This is a good example of why you should not consult on an intersection separate to the cycleway. Spokes recommendations may well have been different if this has been done. There could have been a discussion on whether a two-way cycleway on the west side going north down Ilam Road to Ilam School would have been better, allowing a controlled left hand turn for cars and buses from Ilam Road at this intersection during the cycle phase if there were no pedestrians. The double cycle crossing lanes will work but there could have been just one that was shorter.</p> <p>On Middleton Road it would have been sensible to continue the cycle lane on the east going south until reaching the South Express crossing at Middleton Park (depending on the expected increase in traffic volumes on Lochee Road).</p> <p>This proposed crossing in Middleton Road is unacceptable for a major cycleway with cars having right of way. The crossing is too close to the intersection and should be replaced with a proper shared pedestrian/cycle crossing at least 4M wide, like that on Ilam Road going into the Ilam Fields with cars giving way.</p> <p>The widened shared pathway at the intersection is good.</p> <p><b>Field Terrace/Riccarton Rd</b></p> <p>This intersection could encourage drivers to attempt to use it to get to get across lanes of traffic to turn right into Ilam Road. It should have a stop sign rather than a give-way.</p> <p>The pedestrian refuge does not make sense where it is as it does not link with the actual crossing.</p>

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22612	Prof David L	Wiltshire			<p>Being stuck for a long time yesterday evening on account of road works on the way home reminded me about the consultation exercise which I see now closed on 11 March. Unfortunately the consultation time frame coincided with one of the busiest times in the academic year: start of year, enrollments and grant applications due. So I missed the deadline</p> <p>As there are many busy people like me - who drive to work at the University of Canterbury from suburbs to the south of Blenheim Road - I would like to have my say anyway.</p> <p>At present in the morning if one is driving north with a choice of Wharenui Road or Middleton Rd, to get to Clyde Rd or Ilam Rd then at present Wharenui Rd is often horrendous because of the traffic light sequence. One has to turn right from Wharenui into Riccarton at the same time as the traffic light for turning left from Riccarton into Clyde Rd is red. This has the effect that only four or five cars can turn at a time and traffic backs up down Wharenui Rd for a long way during the peak of the morning drive to work. As a consequence Middleton Rd is currently a much better option.</p> <p>Your proposal will, however, remove the option of travelling north from Blenheim Rd to the University using Middleton Rd. The only options are going to be Field Terrace or Wharenui Rd. The traffic has to go somewhere. The situation at Wharenui/Riccarton Rd could become a real nightmare unless the traffic light sequence is changed. I would recommend that it is changed to have the left turning light from Riccarton to Clyde green at the same time as the right turning light from Wharenui to Clyde is green to allow north travelling traffic to get through without the bottle neck.</p> <p>The only other alternative would be to install lights at Field Terrace and do the same. However, the residents there might not want their street becoming a major thoroughfare in the way that Wharenui Rd already is.</p>
22218	No	Martin	Reilly	Wamth.NZ Underfloor Heating	<ul style="list-style-type: none"> <li>- We live at [REDACTED]</li> <li>- We own this home, and our family has lived here ever since it was built</li> <li>- We and the residents at [REDACTED] will be adversely affected by the cancellation of the three parking spaces in front of our homes</li> <li>- There is already pressure on these spaces by people visiting the Kirkwood Intermediate School</li> </ul> <p>- My partner and I feel this pressure will mean that the only viable alternative will often be for ourselves and visitors to park on the other side of the street. This will cause a dangerous situation of trying to cross this busy street or to walk all the way down to the corner and then return up the street to our home</p> <p>We suggest:</p> <ul style="list-style-type: none"> <li>- Shortening the extension to this lane</li> <li>- The right turn lane would work very well if no change in the length was made</li> <li>- To stop this lane extension at the School entrance would work fine in our view</li> </ul>

22217	No			Oak Development Trust	<p>This submission is from Oak Development Trust (ODT), the community ministries arm of Riccarton Baptist Church, [REDACTED].</p> <p>ODT appreciates that because of the high density of traffic on Riccarton Rd, and the number of accidents at the intersection of Middleton/Ilam Roads with Riccarton Rd, measures are needed to address the varying concerns. We also appreciate that the City Council has a difficult task to try and address the concerns while maintaining optimal flow for motorists, cyclists and pedestrians.</p> <p>However, we are concerned that the proposed measures, while alleviating one set of problems, will create a new set.</p> <p>The principle problem is the fact that Middleton Rd is a major arterial road leading not only to the University of Canterbury, but also to several other sizeable institutions such as Ilam Rest Home, Ilam School and Kirkwood Intermediate. In addition, Ilam Rd is a major through route to Memorial Avenue.</p> <p>To prevent through traffic from Middleton Rd to Ilam Rd, as proposed in the current plan, will cause severe disruption and lead to a great deal of driver frustration.</p> <p>It has to be asked, what alternate route does the Council envisage that drivers will take to the university and schools when their way is blocked at Riccarton Rd?</p> <p>The most obvious choice will be for drivers to divert through Field Terrace, yet in private conversation Council officers have stated they do not expect many vehicles to choose this option. In our view, this is optimistic, and the likely consequence will in fact be much heavier traffic flows along Field Terrace. This in turn will lead to long queues on Riccarton Rd of cars wanting to turn right into Ilam Rd.</p> <p>Another alternative "in itself extremely dangerous" is that drivers will turn left from Middleton Rd, and then attempt a U-turn on Riccarton Rd, or a three-point turn using either a private driveway or some part of the Bush Inn Centre. This kind of behaviour is not uncommon in other parts of the city where long queues or other traffic blockages occur.</p> <p>If a major cause of accidents at the intersection is the result of drivers trying to turn right from Middleton Rd or Ilam Rd, a simpler solution that occurs to us is to simply put a red right turn arrow block on the Middleton Rd side of the lights, so that through traffic can still be maintained while preventing right turns, and a green right turn arrow from Ilam Rd. While this will delay traffic on Riccarton Rd for a few seconds, we believe this is preferable to the unlooked-for consequences that will occur if the current plans eventuate.</p>
22155	No	Robin	Harrison		<p>I like some of the features: Improving RT turn from Riccarton to Ilam Road (Green arrow), and stopping right turn from Middleton Road (confusing at present &amp; dangerous). I am not so sure about the cyclist priority across Ilam Road - hopefully they will have to press a button, rather than by default - causing motorists to wait for non-existent cyclists (most frustrating!)</p>
22070	No	Tristan Leslie & Dr Alison Watkins	None		<p>We support the modifications to the Ilam Road / Middleton Road / Riccarton Road intersections proposed by the Council. We particularly support the modifications to the Ilam/Riccarton intersection to remove the blind corner and pedestrian island as we have personally experienced near misses at this location on multiple occasions. More generally, we believe that the improved pedestrian and cycle safety in this location will be an asset to the local community.</p> <p>We would like the council to consider the changed impacts of traffic flow caused by changing patterns of motorists approaching from the South and turning right onto Riccarton Road. This traffic will be diverted to the Clyde/Riccarton/Wharenui and Hansons/Riccarton/Waimairi intersections as identified in the discussion document. Not identified in the discussion document is the short length of lane available to traffic who have approached Riccarton Rd from the South and turned right on to it. The current timing of traffic lights means that these motorists almost inevitably meet a red light with very little space to wait (as traffic eastbound on Riccarton Rd is often already waiting), and each of these intersections is likely to carry an increased traffic load after the changes. It is not uncommon to see traffic squeezing in to wait unsafely in the middle of the intersection at the Wharenui/Riccarton intersection (just down from our house). These issues may well be exacerbated by the proposed changes.</p>
22062	No	Susan	Steel		<p>As a resident of Middleton Rd - I agree the intersection unsafe however to stop being able to cross Riccarton to Ilam Rd from Middleton Rd seems ridiculous. I will have to turn right onto Middleton Rd and then left onto Lochee Rd, down Wharenui Rd - Lochee Rd would certainly never have been designed to be a through road.</p>

22061	No	N	Berry	<ol style="list-style-type: none"> <li>1. I generally support the changes proposed to the Ilam Rd / Riccarton Rd / Middleton Road intersection.</li> <li>2. I generally support the changes proposed to the Clyde road / Riccarton Rd / Wharenui Rd intersection.</li> <li>3. Please clarify the permitted direction of travel in the extreme left lane of Riccarton Rd between the Wharenui and Clyde Rd intersections.</li> <li>4. Please add in a right-hand turning bay off Riccarton Rd into the Bush Inn Shopping Centre.</li> <li>5. Please give right-hand turning traffic off Riccarton Rd into Clyde / Ilam / Waimairi Roads a green arrow cycle at all times.</li> <li>6. Consider making the extreme west-bound left lane of Riccarton Road at Wharenui Rd intersection a left-hand turn only, as parked vehicles outside shops at 249 - 251 Riccarton Rd make for merges which are often done dangerously</li> </ol>
22058	No	Gina	Mintrom	<p>After looking closely at the Ricc Rd/Middelton Rd plan &amp; also a larger map, I am amazed the traffic planners would consider closing Middleton &amp; Ilam Rds. This is a RESIDENTIAL area, where locals expect to be able to access local facilities with ease. I know the considerations are influenced by effects I know little about, but the restrictions on residents is appalling, e.g. Middleton Rd to supermarket - Countdown. The .... need to make a RH turn from the c/p into Hansons Lane which will have extra pressure from the west (I go west a lot) will be difficult, therefore, instead of traveling the shortest distance between 2 points, unless I dodge into Auburn Ave after a left turn will place pressure on that street. To travel north or to the airport or Jellie park will require dodging around Waimari Rd or Clyde Rd.</p> <p>Access to Middleton Grange or the Uni will require dodging around already busy intersections, All I can see is heavier fuel use, extra pollution &amp; my carbon savings going pie in the sky.</p> <p>I am afraid I consider it an insult that cyclists will be given priority on the intersection, this is an infringement of my human rights as a driver, cyclists drive too. Surely re-phasing the lights can be managed like the Clyde, Riccn, Wharenui intersection.</p>
21993	No	Gill	Knight	<p>I have concerns regarding the change will create an extra loading on the intersections at Riccarton and Clyde Rds and the Waimairi Rd corner. These corners are busy now and this extra traffic will cause long delays at peak times.</p> <p>It would be better if the Middleton Road traffic was better-controlled as to flow and safety by traffic light arrows.</p>

21987	No	Connie	Christensen		<p>This intersection is in serious need of provision of safe cycle infrastructure, to allow the thousands of local primary/secondary school students, Canterbury University students, commuters and local residents to cycle safely across Riddarton rd (along Ilam/Middelton rd).</p> <p>This intersection will also form a crucial link across Riccarton rd when NorthWestArc Cycleway is finally build.</p> <p>The potential for cycling in all directions from/to this area is huge, so safe cycle infrastructure is vital to building future proof transport infrastructure to help fix the ever increasing problem of single-occupancy car transport.</p>
21983	No	Rob	Lilley		<p>I have looked at the new roading plan and I would like to see better consideration given to the residents of Field Tce. If we shop at the Bush In or Church Corner then we must take a roundabout way to get back to Field Tce. I would also like to see a left hand turning arrow on the corner of Clyde and Riccarton rd that is linked into the lights at Riccarton / Wharenui Rds so traffic can turn off Wharenui and do a left turn straight on to Clyde rd without stopping.</p>
21982	No	Robert	Brown		<p>I am opposed to the changes being proposed for Ilam and Middleton Road where you are not going to be able to make turn for these roads. If you are worried about traffic turning, why not add turning lights, that allow traffic to flow.</p> <p>people walking are few and far between at intersections, and cyclist well they are a foreign species on Riccarton road, much to what you the council may believe. The road is for traffic to move up and between Riccarton Road. Going from t the University you are trying to stop me heading to Bush Inn with your Proposal. I am dead against this. There are no side streets to action. Please reconsider your plan</p>
21969	No	Gordon	Pringle		<p>I wish to have my voice counted and heard of the changes to Ilam &amp; Middleton road traffic flow. the Ilam / Middleton Road traffic Intersection need to have though traffic as it is at present , as any prosed changes only shifted the problem from this intersection to Hanson Lane the next one to travel to Blenheim road. It is already a busy so this will not ease the situation. Why can you not put traffic lights the have an arrow to turn right from Ilam road into Riccarton road and the same from Middleton Road into Riccarton road , on a short phase to speed us the traffic flow. Cyclists and walkers can on the straight though traffic flow making them safer. Turning lights are needed at Wharenui road, and Hanson Lane as the bank up of cars wishing to turning traffic is a problem now and only going to get worse with the proposed changes. NO one has talked about the flow on effect at Hanson Lane and Wharenui Road of turning traffic to Blenheim road. Please consider the Traffic flow on Riccarton Road, the place where I live. Traffic banks up now, and I do not see this as a solution to moving traffic along.</p>
21968	No	Robert	Pringle		<p>I wish to have my voice counted and heard of the changes to Ilam &amp; Middleton road traffic flow. the Ilam / Middleton Road traffic Intersection need to have though traffic as it is at present , as any proposed changes only shifted the problem from this intersection to Hanson Lane the next one to travel to Blenheim road. It is already a busy so this will not ease the situation. Why can you not put traffic lights the have an arrow to turn right from Ilam road into Riccarton road and the same from Middleton Road into Riccarton road , on a short phase to speed us the traffic flow. Cyclists and walkers can on the straight though traffic flow making them safer. Turning lights are needed at Wharenui road, and Hanson Lane as the bank up of cars wishing to turning traffic is a problem now and only going to get worse with the proposed changes. NO one has talked about the flow on effect at Hanson Lane and Wharenui Road of turning traffic to Blenheim road. Please consider the Traffic flow on Riccarton Road, the place where I live. Traffic banks up now, and I do not see this as a solution to moving traffic along.</p>
21961	No	Zeta	Pringle	Comfort Inn Riccarton	<p>I would like to suggest ,that you could still allow traffic to turn right out of Middleton road with turning arrows on to Riccarton road,at the same time as turning arrows for those vehicles travelling down Ilam Road and wishing to turn right into Riccarton road, all on a single phase. Pedestrians to mover on lights Why this was not an option is bewildering. All Motels on Riccarton road, wish to see traffic keep moving, but doing away with the option to turn is only going to add more pressure to the already busy road. The number of accidents in real terms cannot be used to justify the need to change. Please consider our ideas, as we did not get any indication that this might be an option for the public meetings. It appeared it was The plan and that was a fate of complee. Already decided to how the traffic flow down Riccarton road.</p>
21959	No			Accommodation Sector NZ, Christchurch Branch Chairman	<p>As the chairman of Accommodation Sector in Hospitality, for over 100 Motels- a vast number on Riccarton Road,I would like to suggest , on their behalf, as at the Public meeting , that you allow traffic to turn right out of Middleton road with turning arrows on to Riccarton road,at the same time as turning arrows for those vehicles travelling down Ilam Road and wishing to turn right into Riccarton road, all on a separate single phase. Why this was not an option is bewildering. All Motels on Riccarton road, wish to see traffic keep moving, but doing away with the option to turn is only going to add more pressure to the already busy road. The number of accidents in real terms cannot be used to justify the need to change. Three in three years.</p>
21904	No	Maraea	Calvert		<p>I'm all for making this intersection safer. I'm concerned over the amount of extra traffic Auburn AVE would get, as it is we have cars, trucks, occasional bus and Middleton school increased traffic, since the right turning arrow was removed from riccarton rd on to Middleton. I've lived here for many years and it has increased.</p>

21902	No	Vladimir	Menci	<p>I'm a frequent user of the Middleton/Riccarton/Ilam Road intersection - travelling in the northbound direction on our daily morning commute.</p> <p>Ilam Road is an important road, and there is significant traffic flow (which includes commuters to the University of Canterbury campus) - and large part of the flow is coming from Middleton Road.</p> <p>By breaking the north-south flow on this intersection, this traffic flow would be disrupted - and would very likely have spill-on effects on other intersections.</p> <p>From daily use of the intersection, I know right-turning vehicles do cause confusion and disruption to the flow and "something needs to be done about it" - but a much less invasive change would be to just disable the right turn (for vehicles coming both from Middleton Road and Ilam Road), but keep the north-south flow open.</p> <p>I also do use that intersection on bicycle and I do not see any issues with the current state as a cyclist - so my submission is to only disallow right turns from north and south on this intersection and otherwise keep the status quo.</p> <p>Many thanks in advance for considering this submission.</p>
21898	No	Pamela Ann	Brathwaite	<p>I have worked in this area for more than 40 years. Traffic between Ilam and Middleton Roads has always been heavy, but much more so since the earthquakes. I myself travel between Ilam and Middleton Roads to get to work at a large school which is only one of several in the area. It is true that this is a dangerous corner, so a new plan is needed, but rather than clogging Riccarton Road (to an alarming degree at peak times) by blocking through traffic, why not separately phase Ilam and Middleton Roads - for a slightly shorter phase if necessary - so that right- turning traffic does not endanger straight-through traffic, and does not block the intersection for all vehicles behind? Even in a shorter green-light phase, far more traffic could then get through safely. Having separate phases is unlikely to delay Riccarton Road traffic nearly as much as the many cars making left turns into Riccarton Road at peak times - they have to go somewhere! I often walk in this area, and see no need to widen footpaths for pedestrians. The idea for the left-turning lanes off Riccarton Road are fine.</p>
21897	No	Fiona	Bennetts	<p>1) I assume that drivers can still travel from Ilam Road to Middleton Road going south?</p> <p>2) As a cyclist, I try to avoid cycling down Riccarton Road, unless necessary, as it is not well laid-out for cyclist visibility. Can more be done at this intersection to make it safer for cyclists using Riccarton Road? The shared left turn/bus/cycle lanes look dangerous. Most drivers and cyclists don't know how shared lanes work either, so more education is needed.</p> <p>3) With the cycle crossings at the Riccarton/Ilam/Middleton intersection, will the activation be at the lights (forcing cyclists to stop and wait for the next phase of lights), or set back from the lights (so cyclists go in the same phase as other vehicles - albeit not at the same time). My biggest frustration with the new cycleways is the timing and activation of lights, which slows me down considerably as they are all different, and force me to be at the lights in order to get the lights to go. That's if I can trigger them in the first place - the sensor/activation strips are poorly placed and unreliable!!</p> <p>3) Will there be a bus lane light (like in other places e.g. Victoria Street) to give buses a head start along Riccarton Road? How does that work with a shared lane?</p> <p>4) In general, I think this is a good solution to this dangerous intersection, and I presume all the surveys of traffic movements at various times of the day indicated which roads to restrict. Please provide more details on this research, and the other options considered.</p>
21893	No	Frank	Pugh	<p>I am strongly opposed to some of the proposed changes to the Ilam/Middleton/Riccarton intersection.</p> <p>As a resident of Field terrace, the proposed changes will landlock Field terrace residents and make their properties harder to sell with a reduction of \$ 50,000 to \$100,000 in rateable value.</p> <p>I want field terrace access unaltered as it is currently suitable and workable. I want Middleton rd unaltered because it too works well. The east Riccarton rd traffic lights should be kept in their current position but adjusted to suit right turning traffic from Riccarton into Middleton. Each set of traffic lights for each road should have turn left, turn right and straight ahead and that will solve all the problems.</p>

21891	No	Helen	Pugh		<p>As a resident of Field Terrace, I am strongly opposed to the proposed Ilam/Middleton/Riccarton Intersection changes.</p> <p>Under the proposed changes traffic will be unable to turn right from Middleton Rd and then left into Ilam rd ( which is the path that most traffic travelling down Middleton rd currently does), the traffic will turn right from Middleton into Field and then right into Ilam rd. Field terrace will become a very busy thoroughfare. ( imagine the fun google maps will have giving you those directions).</p> <p>You only need to adjust the traffic light settings, so that traffic can turn safely right from Middleton into Riccarton rd and all your problems will be solved.</p>
21885	No	James, Grace & Margot	Leitch		<p>1. ILAM/MIDDLETON/RICCARTON Turning from Ricc. to Ilam rds is very difficult, so we use Middleton rd to avoid that turn. In this new layout there is no "green arrow" explicitly indicated making turning from Ricc. to Ilam rds dangerous and difficult (this being an annoying feature all over the city resulting in one being forced to turn on yellow/red lights).</p> <p>2. HANSONS/RICCARTON/WAIMAIRI Planning including Bush Inn Complex seems lacking.</p> <p>For example, blocking access from Middleton to Ilam Rd you will force traffic to left turn onto Ricc. rd creating additional pressure on Newnham Tce. This street is already reduced to one way due to inadequate staff parking in Bush Inn. Newnham Tce should have grass berms reduced or additional parking restrictions for non- residents.</p> <p>Why not force Bush Inn businesses to erect parking buildings?</p> <p>3. GENERAL COMMENTS Narrowing the streets forces issues with trucks and emergency vehicles. Also, driver behavior: people speed up when the narrowed road is clear to avoid the situation where oncoming traffic is over the centre line.</p> <p>We used to bike all over the city but do not now because of the incompatibility of cars and bikes. A lack of clear situations at lights or cycle lanes just being a line on road (no protection) cars/trailers parked therein (e.g. Memorial Ave) or just petering out; Don't feel current plans address many of these issues. And as for all the money wasted at the University cycle and pedestrian shambles " sheer incompetence.</p> <p>Where is the overall strategy clear separation of pedestrian, (now scooters) bikes and larger 4 wheel vehicles over the city? We vote accordingly.</p>
21884	Yes	Daphne	Robson		<p>We have attached a pdf document of 5 pages with our submission.</p> <p>Thanks for asking and thanks for continuing to improve the cycling network.</p>
21875	No			Generation Zero	<p>Generation Zero agrees that the safety of these intersections needs to be improved for all road users (cars, bikes, buses, and pedestrians), especially the Ilam/Middleton/Riccarton Road intersection. Further, the proposed changes will also make travelling by bus more efficient and hopefully make taking the bus, instead of a car, more appealing. The changes will also improve the safety and efficiency of the NorWest Arc cycle route, making cycling easier. We commend the Council for proposing these changes that will help decrease Christchurch's carbon footprint in the years to come.</p> <p>Below is our feedback on individual sections of Riccarton Road.</p> <p>Ilam/Middleton/Riccarton and Field/Riccarton intersection</p> <p>We are extremely aware of the dangerous Ilam/Middleton/Riccarton Road intersection. It is difficult to navigate for cyclists, car drivers, and bus drivers, and as a result, it is highly unsafe for pedestrians, too. The awkward alignment of Ilam and Middleton Roads is one of the key problems with this intersection, and we support the Council's suggestion of removing Middleton Road from the intersection, leaving the Ilam/Riccarton Road T intersection. While this will be a difficult change for frequent car users to get accustomed to, Generation Zero believes that it is a worthwhile change that will benefit everyone in terms of safety and efficiency. It will hopefully make cycling or taking the bus along this route a more attractive option than driving a personal vehicle.</p>

				<p>Allowing only left in/left out car traffic to and from Middleton Road will mean that a commonly-used route for cars (Northbound on Middleton Road and Ilam Road) is significantly changed. However, it will not affect bus routes, and the addition of cycle lanes from Ilam Road to Middleton Road will mean that the only change for cyclists will be additional safety. This change is a forward-thinking proposal that highlights the importance of buses and cycleways in a thriving, zero-carbon city, moving away from a dependence on individual cars. As well as this, the widening of the footpath via the removal of the Ilam/Riccarton left-turn slip lane, and the narrowing of Middleton Road, will make the area more accessible and pleasant for pedestrians.</p> <p>It is not ideal for the west-bound bus/cycle lane (turning left into Middleton Road) to be shared with other vehicles and may cause confusion, as it is unlike any other system in the area. It may take some time for drivers to get used to this, but we believe that they will. The 'Left lane turn only' sign can be found in other locations in Christchurch, and hopefully drivers will grow accustomed to this as they become more widespread. The same sign on the east-bound left turn lane into Ilam Road will make the bus route much more efficient by skipping the traffic queue. This is a commendable proposal as efficient bus routes are appealing and may entice people into using buses instead of their personal cars.</p> <p>We also support other changes within this intersection, such as the pedestrian refuge islands on Riccarton Road and Middleton Road. This will reduce the amount of time a pedestrian needs to wait in order to cross the road and provide safe halfway points. Further, it should be easier for pedestrians to judge when it is safe to cross to and from the Middleton Road island, as traffic will only be coming from one lane. The same is true for the other Middleton Road island further south. It will make it safer and easier for both pedestrians and cyclists to cross, and will allow cyclists to continue on a safe and efficient purpose-built shared cycleway. For these positive reasons, we support the necessary removal of car parking spaces. As the 6 spaces will be reinstated further along the roads, there is no loss of carparking, and thus there is no further issue for car drivers.</p> <p>Because of the widespread changes proposed here, it is inevitable that traffic will attempt to circumvent the routes that they are designed to follow. Thus, it is good that the Council has proposed restricting Field Terrace traffic to left in/left out at Riccarton Road, which will hopefully prevent short-cutting by cars that would defeat the purpose of these bold changes. We support the construction of a pedestrian refuge island on Field Terrace as a way to make the area safer and more enjoyable for pedestrians, as well as the addition of a raised platform to limit the speed of vehicles. The changes are forward-thinking and we fully support the removal of 4 parking spaces at 291, 293 Riccarton Road in order to facilitate the new layout.</p> <p>Clyde Road / Riccarton Road / Wharenui Road</p> <p>Making the right turn lane from Riccarton Road into Clyde Road longer will make it easier for buses and cars to turn right; at the moment this is a stressful turn to make during rush hours, and many cars and buses will turn right on the orange light. Removing 4 carparks to facilitate this is a worthwhile sacrifice; there are more carparks around the corner on Euston Street, as well as behind the block of shops at 40/42 Euston St.</p> <p>Changing the western approach to be a through lane and a dedicated right turn lane will clear up a lot of confusion and prevent traffic build-up from vehicles travelling straight ahead but having to wait for those in front of them to turn right. Again, we see the removal of 3 carparks as necessary to help make this intersection more straight-forward, efficient, and safer.</p> <p>Hansons Lane / Riccarton Road / Waimairi Road</p> <p>Increasing the length of the turning bay is a sensible idea to help make traffic at this intersection more efficient.</p>
21870	No	Elizabeth	Phua	<p>My child attends Middleton Grange School so we use the Ilam/Middleton/Riccarton Intersection a lot and it can be very scary at times.</p> <p>You don't need to spend to much of our rate payers money to fix it.</p> <p>For me it is quick simple. Riccarton Road have Green lights to Go then have Red light to Stop have a bit longer then give Ilam Road a Green light and leave Middleton Road Red. Then give give Ilam Road Red &amp; wait a little, then give Middleton Road Green, then turn to Red &amp; give little longer and then back to Riccarton Road back to Green. Have sensors in the road to pick cars on Ilam &amp; Middleton Roads so on low peak time of usage, their lights don't change if there are no cars there.</p> <p>To deal with crossing of the roads. If you are coming from Middleton Road to cross over Riccarton Road so you can walk down Ilam Road or you are coming up from Ilam Road to cross over Riccarton Road to Middleton you use the the crossing opposite the vets. This way people cross only when Middleton Road has Green light. Also can be used on the other crossing from Ilam to Middleton Road when Ilam Road is Green. The drivers turning left out of Ilam or Middleton Roads have Give Way so they have to give way ar all times to all cars and people. Put cameras up to catch the naughty drivers and fine them.. Better to take a bit longer at intersections and be safe. Hope this helps.</p>

21865	No	Carol	Chin poy		The Ilam , Middleton , Riccarton Road interception is so confusing and dangerous . I drop my kids at Middleton and never leave via those roads as I can't see how you would safely be able to turn right from Middleton Rd onto Riccarton Rd
21861	No	Dianne	Downward		<p>First of all I would like to say that no one attending the meeting on the 19 Feb. at the bridge club or any of the neighbours I had asked, had received any notice of the cycle route going through Middleton/Ilam/Riccarton Rd intersection and therefore had not been given a chance to make a submission on the proposed route.</p> <p>This is important as we were told at the meeting on the 19th of Feb. that this proposed cycleway dictated the proposed roading changes.</p> <p>This submission is made from my own thoughts and those of others in the neighbourhood who were unable to make a written submission themselves.</p> <p>Critique</p> <p>Under benefits to pedestrians:</p> <p>Improved safety and access " only improvement will be a larger footpath on one side of Ilam/Riccarton Rd.</p> <p>Removal of slip lane at Ilam and Riccarton does not make it easier to cross Ilam as the island makes a safe place for pedestrians to wait for the crossing lights.</p> <p>New crossing at Middleton rd will not make any difference as there is also a safe refuge or island as there is on Ilam rd.</p> <p>Field Terrace entrance to Riccarton Rd does NOT need a pedestrian refuge island. It is a total waste of money as it is narrow and seldom used.</p> <p>Shared cycle and pedestrian footpaths and crossings are NOT a benefit to pedestrians. Experience with the shared cycle /footpath around the Uni., in particular along Clyde rd. (which also has cycleways on the road itself " why both??) not all but many cyclists speed around the corners not caring if others are using the footpath. I have found walking my dog is especially dangerous as cyclist have come between myself and my dog at speed and only thing I could do was throw the lead towards my dog to prevent an accident.</p> <p>This is not only my experience but many at the meeting expressed similar experiences with cyclists speeding around corners of footpaths, (Clyde and Riccarton for example) without regard or thought given to the fact that pedestrians may be present, and that they have a cycleway on the road they should use. I realise this corner needs some work to make it safer for cyclists to use and don't mind them using the footpath on the corners IF they walked their bikes or at least rode at a walking pace.</p> <p>Again, this is not all cyclists but many are a hazard to pedestrians as well as lime scooters and some mobility scooters. ( one person in particular on a mobility scooter goes at speed not caring if you are on the footpath.)</p> <p>There are no problems with the crossings for pedestrians at Middleton/Ilam/Riccarton Rd intersection.</p> <p>Problems for drivers</p> <p>Majority of divers along Ilam / Middleton Rd drive through this intersection in a North/South direction or as one continuous road.</p> <p>If these drivers can no longer use this road for their travels/commute or route home, it will put more pressure on Hansons Lane/ Waimari Rd and Clyde Rd/ Wharenui Rd. " both of which are also non-aligned and have problems with traffic backing up because of this.</p> <p>Both intersections are busy with commuters traveling to work/home, Shops, the University and schools in the area with only a few cars able to get through with each light. The resulting driver frustration has many times had too many cars trying to turn right and thus blocking Riccarton road through traffic until the traffic is able to turn left on Clyde Rd. or Wharanui.</p> <p>The traffic from Hanson's lane to Waimari has a slipway and this eases the situation a bit but Riccarton traffic can still be blocked by those turning onto Riccarton.</p> <p>If drivers can no longer use Middleton/Ilam Rd. in a N/S direction, all the side streets in the area will become more busy as drivers try to resolve this problem.</p> <p>*North drivers on Middleton Rd will be forced to turn left onto Riccarton Rd and then turn right onto Newnham Terrace, and right on Rudleigh Ave to then turn left on Ilam Rd and</p>

				<p>continue their journey. Newnham Terrace is a particularly narrow road with only room for one car at a time to pass through with cars parked on both sides of the street. This may deter some but many will opt for this as opposed to the increased time and frustration at the other two intersections.</p> <p>*Both Hansons Lane/ Waimari Rd and Clyde Rd/ Wharenui Rd intersections will become even more busy with traffic backing up even more, causing more driver frustration therefore more bad driving.</p> <p>*Increased use of side streets Lochee Rd, Peverel St, Suva St, as drivers find alternate ways to get home and get to destination. This is already popular and will become even more popular.</p> <p>I am not as familiar with the traffic flow of Suva St as I am with Lochee Rd, Peverel St which I see being used more and more frequently as the only alternative to Blenheim and Riccarton Rd.</p> <p>This would make the use of these streets hazardous to the new southern cycle way. I propose, after Suva street going through Middleton park and out the south walkway (at a reasonable speed) and onto Colligan, Aileen Pl, Janet St, Left onto Wharenui for short way and right onto Puna, Centennial Ave, and Elizabeth st. This will make a much safer route for cyclists as only residents and visitors use these streets. The distance traveled on Wharenui is much the same as with the route using Lochee and Peverel St.</p> <p>*Field Terrace entrance needs no work done to it. Drivers will only turn right onto Ricc. Rd from Field terrace in the early hours of the morning or late at night when there is no traffic on Ricc. Rd. At all other times the traffic will make it impossible to turn right so making it a left exit only, is a waste of money. Drivers will also then be tempted to make illegal R turns or U-turns when there is no traffic to avoid a round about and time consuming way to go east with no R turns available at Middleton to Ricc.</p> <p>Having the left only exist (from Field Terrace) will not stop drivers, who can no longer drive from Middleton to Ilam Rd., turning L from Field terrace onto Riccarton Rd and then Turn R onto Ilam Rd. The only thing to stop this will be the volume of traffic, therefore they will only be able to do this in the off peak hours or when there is a suitable break in traffic.</p> <p>*There was also concern that drivers will turn right into Field Terrace from Ricc. Rd which would block traffic. At present only a few residents of Field Terrace do this sometimes not frequently. There is a flush median on Ricc Rd and use of this prevents blocking traffic. In the new layout, the flush median is reduced in size making way for a longer RT lane into Ilam Rd from Ricc. Rd. When there is a lot of traffic turning right onto Ilam rd this will naturally prevent cars being able to turn into Field Terrace.</p> <p>Also, there is no need to make cars turning right from Ricc Rd to Ilam, stop so far back from pedestrian crossing. The buses turning L from Ilam onto Ricc should have plenty of room to turn seeing as they do it already without the extra space. This will give more room for cars turning R onto Ilam from Ricc to queue up and more room for the flush median - which traffic will use as a queuing place when its busy. Having this option available to residents in off peak times will make life much easier for those living there and also for the many ratepayers living between Ricc and Blenheim Rds. who will end up using this when traffic is light.</p> <p>This will also ease some of the traffic from using Lochee Rd. as residents otherwise will have to turn R at Wharenui and travel back along Lochee to get home. OR R at Hansons Lane and along Suva St. OR L onto Ricc Rd from Clyde and onto Euston ST, R on Peverel, L on Wharenui and R onto Lochee ect ect.</p> <p>Solutions</p> <p>The Problems with Middleton/Ilam/Riccarton Rd is with right turning traffic because of the non-alignment of the roads.</p> <p>The residents proposed having a No R Turn from Middleton onto Ricc. and a R turn signal from Ilam onto Ricc. The representative said that that idea was no good because some would beak the rule and turn R anyway! Well some drive through red lights so we better get rid of all red lights because some will break the red light rule. This is not a sound argument but one made to fit the agenda.</p> <p>Most people abide by the rules or we wouldn't be safe to drive anywhere.</p> <p>The other obstacle to this solution to make this a safe intersection, we were told, is the cycle route that residents were NEVER consulted on, will take up too much space to make this an option.</p> <p>Solution:</p> <p>- Best option is cycleway should be moved to Clyde/Wharenui intersection where existing footpaths are wider and roads are wide.</p>
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21859	No	Matt	Durrant	University of Canterbury	As a cyclist crossing Middleton Road is dangerous even when the traffic is relatively quiet. Having crossings for cyclists to easily be able to go straight ahead or turn right out of Middleton Road will be highly beneficial.

21858	No	Mary	Chase		Please do not make the Ilam Middleton Riccarton intersection a T intersection as many cars, bikes and pedestrians travel to and from Middleton Grange, Ilam school and Canterbury University via that route. I recommend putting in right-hand turn lanes and lights.
21823	Yes	Ayumi	Karino		<p>I can see some benefits for pedestrians, but where are the benefits for drivers from Middleton Rd to Ilam Rd or to Reccarton Rd towards the city centre?</p> <p>Your plan shows that every car from Middleton Rd to Riccarton Rd must turn left.</p> <p>Then the road between Hanson and Middleton need to have enough room but it did not.</p> <p>Even now it is a problem especially after school.</p> <p>Accidents occur because of that.</p> <p>Also there are Pedestrian/cycle shared path in your plan but I cannot see the benefit of this.</p> <p>Where is the asset of this fading path?</p> <p>For the intersection we need the centre line on Riccarton Rd to show where to wait for turning right like usual intersection. It is simple and much cheaper.</p> <p>About T junction I think there should be yellow dashed line (see attached)</p> <p>So that a car turning right will not be blocking cars behind going straight</p>
21812	No	Alistair & Brigit	Baker		<p>In order to improve safety at the Ilam Rd, Middleton Rd intersection am in support of most of the proposed changes. [REDACTED]. On average I think there is a car accident at the Ilam Rd, Middleton Rd intersection about once per month. My wife Brigit has often walked our kids to Ilam school, and has had near misses from turning vehicles more than 5 times.</p> <p>However under the proposed changes I am still concerned about the convenience of vehicle access to the Field Tce area when approaching from church corner and when departing North towards Ilam school. I understand that a balance needs to be struck between vehicle access for Field Tce and Middleton Rd residents, while preventing Field Tce becoming a thoroughfare. I would like to make the following suggestions to be considered;</p> <ol style="list-style-type: none"> <li>1) Add yellow painted "no stopping" cross hatching on Riccarton Rd in front of the exit of Field Tce onto Riccarton Rd. This would allow traffic from Field Tce to cross the first through lane of Riccarton Rd and enter the Ilam Rd right turn lane, even when traffic is banked up at the intersection.</li> <li>2) Reconsider allowing right turn access from Riccarton Rd into Field Tce.</li> <li>3) Manage the thoroughfare traffic on Field Tce by means other than intersection turn restrictions, such as speed bumps on Field Tce.</li> <li>4) Consider restricting parking on Auburn Ave to single side of road to easier traffic flow.</li> </ol>

21788	No	Murray	Wood	<p>1. Great to see something done.</p> <p>2. For vehicles travelling north on Middleton wishing to head straight, there will be an initial tendency to shortcut through Field Tce and try to get across Riccarton to the right turn bay into Ilam Road. Perhaps this will act as a natural safety valve as drivers will be delayed in getting across Riccarton Road.</p> <p>3. Has there been consideration of a central island to prevent right turn into Field from Riccarton?</p> <p>4. Who has priority at the Middleton Ped/Cycle crossing? Appears to be cars from the image. Can there be 'Cyclists give way to cars' signage?</p> <p>5. Will southbound cyclists on Ilam have priority signals to bike into the Middleton Road cycle lane? Otherwise they will conflict with left turners out of Ilam.</p> <p>6. Has there been consideration to adjusting the phasing at Wharanui/Clyde to aid in 'straight through' traffic? ie vehicles turning right from Wharanui into Riccarton and then immediate left into Clyde. This would make this intersection more attractive. Similar question for Hansons/Waimairi, although Northbound traffic already benefits from the Give way into Waimairi. The left hand lanes on Riccarton could be left turn only to aid in this. Possibly adding yellow hatching at the intersection to stop Riccarton straight through traffic from blocking the intersection.</p>
21786	No	Nicki	Aitken	<p>I agree that the Ilam/ Middleton/Riccarton Rds intersection needs work, but I am disappointed that you will stop straight through traffic here. I think it makes sense to stop the right hand turns onto Riccarton Road but not straight through access. This is a popular busy route for so many of us who live and drive in the area. It is a direct route to the University and Ilam school. I just wonder if you could not simply add another traffic light phase to keep the traffic flow moving and safe. The rest of the changes seem logical.</p>
21781	No	Catherine	Quigley	<p>With no right turn into Middleton Road or Field Terrace from the west - residents of Field Terrace, Middleton Road and surrounding streets will attempt to turn down Auburn Ave, causing issues at the Waimari Road intersection and on the narrow Auburn Ave. I think a right hand arrow to turn right into Middleton Road would be less dangerous.</p>
21764	No	Joy	Priest	<p>A simple more cost effective way to help traffic at this intersection is to separate traffic flow by having three separate light sequences. A green light at Middleton Road and a red light at Ilam Road and Riccarton Road. Then a green light at Ilam Road and red at Middleton Road and Riccarton Road. This would improve greatly issues for turning traffic and would not be as expensive as the options being proposed.</p>

21667	No	Nick	Duke	<p>Thanks for great ideas around the Ilam / Middleton / Riccarton intersection.</p> <p>We have been very concerned about loss of life for pedestrians.</p> <p>Thoughts:</p> <ol style="list-style-type: none"> <li>1. There will be an increased traffic flow heading north on Field Terrace. Will it create an unintentional flow of cars turning right from Middleton Road into Field Terrace in order to get to Riccarton Road? It is already difficult to turn onto Riccarton Rd from Field Terrace as cars won't let people in and there is only a short distance to get into the right hand turning lane for Ilam Rd.</li> <li>2. Re. The right hand turn facility on Riccarton Road (turning north onto Ilam Road) - it will do good to extend that lane - but the real need is a right hand turn arrow at the traffic lights. This is good opportunity to add it in.</li> </ol> <p>Reasons:</p> <ol style="list-style-type: none"> <li>a. increased flow of traffic post earthquakes</li> <li>b. the change of right hand turn rule in 2011(?) has restricted the number of cars able to turn right here each cycle. This means drivers push through on orange / red lights.</li> <li>c. it is a major access road to the University.</li> </ol> <ol style="list-style-type: none"> <li>3. There will be increased traffic coming out of Middleton Grange School on Suva St that will turn right on Hansons lane to head North via Waimari Rd since they can't go up Ilam Rd from Middleton Rd. Right hand turning traffic already causes massive traffic jams around school arrival and departure. This intersection (Suva crossing Hansons) will need a traffic light to manage the increased flow.</li> <li>4. If cars are coming from Blenheim Rd and need to get to Ilam Rd what is the most direct route you envisage them taking? Blenheim to Wharenui to Riccarton to Ilam? Or do you see them still turning up Middleton Rd but using the Field Terrace to Riccarton to Ilam Rd.</li> </ol>
21628	No	Mrs Hilary	Cole	<p>I think your improvements to Riccarton Road sound great but I would just like to take this opportunity to note something that has given me great stress for all the time I've lived here (nearly 15 years). I live at [REDACTED] and my problem is the buses that drop off &amp; pick up students throughout the day. A lot of the time I can't back my car out of my small driveway because there's a bus blocking me. Sometime 2 buses will park, one on each side of my drive, and practically meet in the middle. A bus only needs to go further forward and park just a little over the much larger school driveway.</p> <p>After all it's the school that wants the buses, not me! Once a bus blocked my driveway while he went to the nearby dairy to buy his breakfast - another driver told me where he was. Could I suggest that a line be painted on the road to make them park further forward, and not over my drive or possibly a 'not parking' over my gateway.</p> <p>The school headmaster is sympathetic. This would make my life so much less stressful and I would be eternally grateful to the Council.</p>

21627	Yes	Bronwyn	Larsen	Canterbury District Health Board	<p>See attachment for full general comments 1- 6</p> <p>7. The CDHB is generally supportive of changes to the Ilam/Middleton/ Riccarton Road intersection which, as crash statistics confirm, is currently not a safe road design for people who drive, walk, cycle or bus.</p> <p>8. It is acknowledged that this area is extremely busy, due to a number of key activity centres being located in close proximity and space for various travel choices is at a premium.</p> <p>9. Riccarton Road experiences a high rate of vehicle congestion during peak periods, which impacts upon crash risk, physical health and environmental outcomes.</p> <p>Exposure to emissions and associated risks to respiratory health are greatest for car drivers when sitting in congestion<sup>5</sup>, and congestion causes unnecessary vehicle emissions which impact negatively upon achieving urgent goals to mitigate climate change and other adverse environmental effects. The CDHB encourages Council to take this opportunity to reconfigure preferred transport choice down Riccarton Road from private vehicle use to modes which promote better health and environmental outcomes. Prioritising bus and pedestrian movement down Riccarton Road via dedicated bus lanes and footpaths would promote these ways to travel as the easiest, most convenient and healthiest option.</p> <p>Specific comments</p> <p>11. The CDHB recommends that traffic continues to be strictly controlled via right turning arrows from Riccarton Road into Ilam, Clyde and Waimairi Roads. Red light cameras may also need to be considered at these intersection to ensure compliance. This combination will reduce crash risk, particularly for vehicles and cycles travelling straight through on Riccarton Road. Additionally, it is likely to ensure traffic flows better through these intersections, provided the duration of the turning arrows are sufficient, relieving potential build-up of traffic waiting to turn right.</p> <p>12. The CDHB recommends that a full-time bus lane is considered down the length of Riccarton Road. Adequate lane space to implement this would of course be a factor, and trade-offs such as removal of all on-street parking and removal of verges (while ensuring that footpaths remain optimum width for accessibility) would need to be factored into such a consideration. However the benefits would be ensuring that maximum efficiency is achieved for buses on one of the busiest public transport routes in and out of the city. Riccarton Road should be prioritised as a public transport and pedestrian corridor, and traffic re-directed to other routes such as Blenheim Road where possible. Such a lane could also be used as a high-occupancy vehicle lane in the future.</p> <p>13. The CDHB recommends that bus and cycle priority lights are used down Riccarton Road. This will enable buses and cycles to safely navigate these busy intersections given they will be travelling in close proximity to cars. An example of an existing intersection which works well in this respect is Colombo Street at the Moorhouse Ave underpass. Prioritising the movements of buses and cycles also provides incentive for people to use public or active transport by assisting these modes to achieve efficiency closer to private vehicle use. A change in travel behaviour from private vehicles to active or public transport carries a number of benefits for physical health, mental health and environmental outcomes.</p> <p>14. It is difficult to establish from the concept designs provided the width of the footpath alongside streets. It appears that grass verges have been added in sections, of which the CDHB is generally supportive, however not at the expense of a flat footpath of adequate width. Riccarton Road in particular requires footpaths which achieve minimum width (1.2m), however ideally would achieve best practice of 1.5m given that space on footpaths is now shared between people who walk, people who use mobility aids and e-scooters. Safety is paramount for pedestrians given that many people will be travelling by foot to access businesses and other amenities in the area.</p> <p>15. The CDHB supports turning restrictions as indicated in the concept designs as these will reduce the chance of crashes, particularly at Riccarton/Ilam/ Middleton Road where the 'S-bend' of this intersection makes visibility for turning traffic very poor without such turning restrictions.</p> <p>Conclusion</p> <p>16. The CDHB does not wish to be heard in support of this submission.</p>
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21538	No	Neil	Butterfield	<p>As the owner of the property at [REDACTED] I am very concerned that the proposed changes to the Ilam Road, Middleton Road, Riccarton Road intersection are the best the Council's traffic engineers (SIC) can come up with. The Council should have been forward thinking a few years ago and bought what was a vacant section on the corner of Ilam and Riccarton Roads, and which is now the vets. In fact, this is still the best option and the logical way to straighten a much used and needed intersection.</p> <p>Looking at the suggested plan, where is all the traffic coming from Blenheim Road going up Middleton Road and proceeding into Ilam Road, going to go? Hundreds of cars travel this route every day. What will happen is this traffic will be pushed onto other streets creating more problems. Has this been thought out? The most effective solution is to simply straighten up and make safer, the existing intersection, as mentioned above.</p> <p>Also, what has happened to the on street parking in front of our property and the property next door? Our property at 6 Middleton Road, is 5 bedrooms and some on street parking is definitely required by the residents.</p> <p>Also why are cycle ways required on both sides of Middleton Road? In my opinion this is excessive " a cycle way on the east side would be the preferred option as there are fewer main intersections.</p> <p>Where is it expected that the traffic from Middleton Road will go? Down Wharenui Road? If it is thought that this will be the case, green turning arrows into Clyde Road from Wharenui/Riccarton Road and Clyde/Riccarton into Wharenui would be required. This is a major issue with this intersection now. Right turners from Clyde Road into Riccarton Road then left turning into Wharenui Road, constantly block Riccarton Road and the same problem applies in reverse.</p> <p>Has a survey been carried out, of where the motorists that use Middleton Road are coming from and going to? Is it the university? If this were the case, these motorists will still be needing to travel to the university and thus will cause congestion at other intersections. They are not going to decrease in number when the university is still increasing its numbers. I also fervently believe it is time for the university to be made to provide adequate car parking for its students in the form of car parking buildings, and thus stop the clogging of surrounding streets.</p> <p>When I leave my property at Middleton Road, which way am I to go, as I travel up Ilam Road to my home off Memorial Avenue, often? My only option will be to turn left into Riccarton Road then right into Newnham Terrace and from there right into either Rudleigh Ave or Hanrahan Street and left into Ilam Road, as will so many of the current travellers from down Middleton Road wanting to access the Ilam area, creating more congestion in Riccarton Road. Interesting scenario.</p> <p>Because I travel around Riccarton frequently, here are some thoughts for your consideration.</p> <ul style="list-style-type: none"> <li>- Traffic rights on the intersection of Riccarton and Middleton Roads</li> <li>- Delete red turning arrows from all intersections.</li> <li>- Remove traffic lights at Lowe/Mandeville Streets intersection as these stop traffic flow for cars turning left into Blenheim Road " perhaps a painted roundabout instead.</li> <li>- Residents only parking within a kilometre radius of the university.</li> </ul>
21480	No	Stephen	Beuzenberg	<p>I wish to strongly support the proposed changes, particularly at the Middleton/Ilam Rd intersection: This appears to be a sensible, well designed solution to what is the worst intersection on my daily cycle commute from Westmorland to the uni, both to work and home again. There simply is not enough room for a cycle and a car to go around the corners together, and there is never any certainty whether the car will allow you the space, or force you into the gutter.</p> <p>Actually, the same applies just back up the road at the Middleton/Suva St intersection in front of the dairy, where parked cars and the traffic island leaves no room for cycles, causing scary moments. In this case a marked cycle lane would mostly solve the problem.</p> <p>Thanks for the opportunity to comment.</p>
21470	No	Sarah	Plom	<p>As a university student who commutes past this intersection multiple times a week, I would welcome ANY improvement to this intersection.</p>
21466	No	Joy	Priest	<p>Please do not remove the left turn from Ilam Road to Riccarton Road.</p>

21453	No	Brian	Goulter		<p>I frequently drive down Middleton Road and cross over to Ilam Road.</p> <p>I like the proposed changes. The intersection has been difficult to use for many years. It will mean taking an alternative route from Blenheim Road to Ilam Road, but is only a minor inconvenience.</p>
21447	No	Digby	Symons		<p>I support the proposed changes to the Ilam Road, Middleton Road, Riccarton Road intersection.</p> <p>The junction is awkward to negotiate as a car driver and feels dangerous as a cyclist.</p> <p>There are a number of schools nearby so I fully support improving this junction to help children walk, scoot or cycle to their schools safely.</p>
21441	No	Velda	Kelly		<p>Thank you for the opportunity re Ilam/Middelton/Riccarton Intersection</p> <p>1. There will be increased traffic into Field Terrace from Middleton Road.</p> <p>Will there be a controlled intersection to assist turning right traffic.</p> <p>2. There will be considerable traffic turning (L) onto Riccarton Rd from Field Terrace.</p> <p>Will this intersection be controlled.</p> <p>If not I believe the cars wishing to turn (R) into Ilam will have difficulty crossing over into the (R) turning lane. The straight ahead traffic will not always allow the Field Tce traffic access.</p> <p>Clyde/Riccarton/Wharenui Road</p> <p>1. I have concern re the traffic turning (R) into Riccarton from Wharenui.</p> <p>Currently too many cars enter the intersection without hope of moving prior to the lights changing &amp; the city bound traffic is held up. Always a bottleneck here - hopefully there is something in your plan to alleviate this situation</p>
21440	No	Emma	Read		<p>I love the proposed changes for this problematic intersection. At present I walk and / or drive through this intersection multiple times a day, routinely witnessing driver &amp; pedestrian confusion about right of way and who can turn and when.</p> <p>The new proposals give greater thought to pedestrian / cyclist safety which is crucial.</p> <p>My children use this intersection to scooter to school (Middleton Grange) and presently have to make difficult (developmentally) decisions about traffic safety particularly with cars turning left using give ways / pedestrians crossings</p>
21424	No	Katie	Symons		<p>I fully support the changes proposed here. The current layout is dangerous and confusing for drivers, and the changes give priority to cyclists. Currently Riccarton road is a barrier to our children cycling south: this will provide a much-needed access way across the road.</p>
21421	No	Roy	Britten		<p>I fully support this proposal.</p> <p>In particular, the Ilam/Riccarton/Middleton intersection is becoming increasingly dangerous, especially for the children who walk and bike through there to school. We're increasingly seeing dangerous turning practices at this intersection, and it's no surprise at all that the accident rate is so high. While these changes will inconvenience us as car drivers and motorcycle riders, it will be of great benefit to the children of the area, and as such deserves full support.</p> <p>One can imagine additional traffic diverting down Suva Street, and possibly Auburn Avenue, to work around the turning restrictions. There is heavy school student foot traffic on both these streets at times, and some additional thought might need to be given to ensuring their safety.</p>

21417	No	Faith	Alexander		Thank you for these proposed changes. We have lived in Middleton Rd for 20 years and they will bring welcome improvements to this very difficult intersection. I look forward to the increased safety for all road users and pedestrians.
21406	No	Jenny	Abrahamson		Looks as if you're stopping cars from travelling from Ilam Rd to Middleton Rd. All in favour of cyclists. Totally against this - not everyone can cycle, and how are motorists supposed to get from Ilam to Blenheim Rd.  You anonymous people on the council surely don't have the right to close down our main access roads like this.
21359	No	Mel	Bird		I've been using this road all my life, taking my life in my hands all through school years on a bike, and now more from car perspective, and so I'm glad you're thinking about changing it. I think that WHAT you are proposing is a nightmare tho! Removing the ability to go straight through from Middleton to Ilam will divert traffic into already clogged intersections in either direction or driving people to do risky manoeuvres on Riccarton Road to divert back onto Ilam Rd - the obvious one to me is cutting through the ANZ bank car park to nip down Newnham Tce (which is already a terrible idea with cars parked on both sides all day every day reducing it to a one lane!) Surely the more straightforward plan is to remove all ability to turn right at the intersection?? There are reasonable work-arounds for those that need to access Riccarton Rd, would keep cyclists and pedestrians safe without requiring a separate light change for them, and would actually allow better traffic flow through the area?  I assume I'm oversimplifying, but I would just implore you to give it some extra thought and reconsider the straight through concept. For people that live in this area, using it multiple times a day, its a pretty big, pretty gutting change requiring significant detours and delays just to get a couple of minutes down the road.  Thanks heaps!
21357	No	Kathy	Tong		It's about time someone do something about that intersection, I bike from my house to university and it's so dangerous, I got knocked off my bike a few times!
21351	No	Lucas	Toovey		I fully support this proposal. Talking mainly as a road user, this layout minimises the significant blind spots that are currently present. This not only gives drivers confidence when using this intersection, but also in nz roads and ccc
21347	No	Jorja	Miller		Middleton road is still one of the busiest roads and the easiest way to access Blenheim road. There's are no other roads which give easy access to Blenheim road in this area and now this will mean riccarton road will get busier than it already is as no one will be able to get onto Blenheim and will have to use other ways. The proposal seems as though they've only looked at one problem and decided to fix that and ignore the rest. Great idea for turning lanes to Riccarton road but what about the rest of us who want to access Middleton. There's not enough information on what you're planning to do to the roads it was very confusing to actually figure out what was happening.
21345	No	Jaime	Gilchrist		I think the changes are great :)
21343	No	Courtney	Dyson		I agree that something must be done with the Ilam Rd intersection and believe that this option would be the most effective. However I do have two concerns I would like to raise:  1. What route will people who have previously turned right out of Middleton Rd into Riccarton Rd be advised to take once this right turn is removed and how will this impact traffic flow in the surrounding areas?  2. Will changing the right hand lane at the Riccarton Rd-Wharenui Rd intersection into a right turn only lane result in a build up of traffic for people wanting to go straight? Even with two lanes that intersection can be very congested in my experience and so I would be concerned that reducing this traffic to one lane may make things worse.  I would just like to say thank you very much as well for finally doing something about this intersection which has caused so many problems for so long. I am confident that whatever happens in the end, as long as there is change from the current layout then it will be an improvement!
21340	No	Tanja	Clark		We use this intersection (Ilam/middleton.Riccarton) regularly and instead of spending so much money on changes - all it needs is a different set of light cycles where the Ilam Rd and Middleton Rd traffic goes separately instead of together. Won't take that much longer since there will be no interruptions from right turners and both green light cycles could be half of what they were before together. Money saved, lives saved, stress saved! We go straight through there all the time!

21338	No	Daisuke	Seto		<p>I just want to share my very minor car accident at the Riccarton-Ilam rd intersection. I was the second car stopping at the red traffic signal on Ilam rd. There was a bus left-turning onto Ilam rd from Riccarton Rd, but the car in front of me was too close to the centre line and stop line that the bus could not make the turn. The bus driver signaled to the car driver to back off and he backed straight into my car. It was a light bump with no damage. I think many people don't expect buses to make a turn at the intersection, so maybe an additional sign or stop line further back may help similar accident.</p> <p>Hope you can make a successful redesign!</p>
21337	No	Tom	Meaclem		<p>I am in full support for proposal for the riccarton-ilam-middleton road intersection as well as the other proposed changes.</p> <p>I use this cycle way daily for my commute and in its current form is very dangerous for cyclists. Separation of the traffic as proposed will provide a much higher level of safety and visibility for all the road users. This is important as this intersection is user by university students and students of the three surrounding schools and the proposed changes will encourage these people to walk and cycle more</p>
21329	No	Gemma	D		<p>Support all the changes including removal of parking to provide the extended turn lanes. This is an awful intersection and the efficient movement of people along this corridor, particularly by bus and cycle is a priority.</p>
21321	No	Kevin	Wakeham	Middleton Grange School	<p>As mentioned to the person who came to school we are not opposed to this as long as it doesn't move more traffic down Suva Street. They were going to run some numbers and come back to us but we haven't heard anything yet.</p> <p>From a personal point I cycle through that intersection daily to and from work and even this morning found that cars traveling from Ilam Road through to Middleton Road hug the corner so much that the cyclist feels unsafe. With the changes cyclists will be able to cross at lights without worrying about the traffic so that will be much better.</p> <p>I support the change.</p>
21320	No	John Yi	Ji'ang		<p>The design ideas are fully expressed but the layout space is not sufficient. Looked too busy and messy. Put all pedestrian and bycelists confused and therefore cause potential huge dangers to the public.</p> <p>Traffic flow coming from Blenham Road has only L turn to Riccarton Road and unable to go straight to Ilam Road. also the same the cars from Ilam are unable to straight to go to Middleton Road heading to Blenham Road. This outcome propably was designer's intentions, but is definitely wast of money spent on the roads and poor results causing inconvenience to both cars drivers, and bikelists and pedestrians.</p> <p>Waste of spaces on Middleton Road ..... narrow lanes for both cars and bikes.</p> <p>Suggest aquire some land on the corner of 305 Riccarton Road. Opening up spare ... roading directly cross Riccarton Rd on both ways of Ilams Road and Middltons Road</p> <p>Building two lanes on the L road of Middleton Road on the corner ..... smooth and easy free flow for Ilam Middleton and Ricccarton Roads.</p> <p>This is really plan for next 30 - 60 years future. The key point is aquire small piece of land on 305 Riccartons property, which a portion of will result all the problems!!!</p> <p>otherwise better just leave it as it is, no waste of money</p>

21315	No	Jennifer	Porter		<p>1. The wide pedestrian / cyclist shared paths on Middleton Road have constricted the road way and will slow traffic unnecessarily as few walk or cycle there.</p> <p>2. With Hanson's Lane &amp; Wharenui being the only right hand turn (from the W) to Blenheim Rd from Riccarton Rd, there will be new congestion areas.</p> <p>3. Without knowing the placement and phase of traffic lights it is difficult to imagine how the new "routes" will flow. Perhaps another consultation after the system has been running for 6-8 weeks</p> <p>4. Right or left turn only lanes should help - if people observe them! I have seen some very scary manoeuvres at such places.</p> <p>5. Extending the right turn facility into Waimairi Rd does not mean much - what about turning right off Riccarton into Auburn Ave? With no right turns into Middleton or Field or Euston(?) traffic will increase in unexpected areas.</p> <p>6. People turning right into Riccarton Rd from the Bush Inn or the BP garage or Newnham Terrace will cause problems unless the strips are replaced / reinforced with concrete stripe.</p> <p>7. I foresee learning new routes to cope with changes</p> <p>TREES IN CENTRE OF RICCARTON RD I am baffled by the plan to continue with these. I went to several meetings/discussions at the time. No one was in favour of central trees. Trees, yes but on the sides. Even a narrow median strip will cause serious obstruction to emergency vehicles. Bus drivers have no idea how they will cope. Newspaper articles claim people were in favour - I would like to see the actual numbers for and against. How about street polls IN THE AREA. Not just planners' views</p>
21314	No	Brent	Bailey		<p>Electric buses, free of course.</p> <p>No sale of water.</p> <p>Farm storage ponds for droughts.</p> <p>Other Feedback:</p> <p>Electric buses, free of course</p> <p>No sale of water -</p> <p>Farm ponds (storage) for droughts</p> <p>Emergency services access on Main Roads should be looked into carefully</p> <p>Stop all growth, we have enough already</p>
21302	No	Adeian	Pitman		Keep up the good work. A cycle friendly city is a great city. I love the direction CCC has chosen for it's roads
21295	No	Sophie	Tremewan		I think that, on the Ilam/Middleton/Riccarton road intersection, there should be no right turn. The T-intersection would be an inconvenience, whereas no right turn would ensure the free flow of traffic.
21284	No	Kate	Klubien Page	Please select	I think the proposed changes seem practical and appropriate. My only thought is that the cars coming out of Field Terrace and turning left will most often be wishing to joining the right turning lane into Ilam Rd. Would it be appropriate to paint a 'leave clear' signage on the road markings on Ilam Road to allow easier access to the right turning lane for those cars coming out of Field Terrace?
21283	No	Nic	Bason		Excellent solution to a long standing problem intersection.

21282	Yes	Simon	Parkes	Engineer	<p>For cyclists south bound on Middleton rd, they're on a shared path on the footpath/berm, then they have to exit onto road. Currently they have to turn around the grass patch to get back onto the road (outside number 7). I suggest keeping the shared path wide beyond the 'pedestrian/cycle shard refuge, until the cyclist are back onto the road, (removing the kink in the cyclists line, so they can keep straight when merging onto the road and have a no parking zone extended just beyond the drive way to house 7 so they can merge back onto the road safely&amp;smoothly without hitting cars/pedestrians). thanks</p> <p>Otherwise I very much am in support of this development - particularly the cycle safety/encouraging features.</p>
21279	No	Dr Jan	Cameron, Michael Latty & Dr Joanna Thwaites		<p>Thank you for the opportunity to comment on the proposed changes to the Ilam/Riccarton/Middleton Road intersection. We have lived in this neighbourhood for around 35 years and are well aware of the accident issues at this intersection. It is reassuring to see attempts being made to mitigate the risks at the intersection.</p> <p>This is a neighbourhood that includes a significant number of elderly people (who are unlikely to use the proposed cycleways); in addition to the University, there are also three schools in close vicinity which at times (e.g. wet days) bring heavier than normal vehicle traffic. Kirkwood, in particular, draws students from both sides of Riccarton Road, and we understand that Middleton Grange draws students from all over Christchurch. Presumably parents and staff from all three schools have been included in your consultation, even if they do not live in the immediate area.</p> <p>We have a number of queries for which we would appreciate a response, or clarification. It would be useful if these could be addressed at the community meeting on 27 February. It would also be useful to know something of the other 15 options that were considered, in particular the best of these options and why they were rejected.</p> <p>1. The intersection of Ilam/Riccarton/Middleton has directional signage facing Middleton Road, showing the path to be taken by turning vehicles. However the location of this is not ideal, compared to similar signage facing traffic coming from Ilam Road. It used to be on the pole with the traffic signal, which is at least a place all motorists should look to. Currently it is on a bent pole in front of the vet's premises.</p> <p>a. Have you considered relocating the directional signage?</p> <p>b. Why have painted directions on the actual road not been introduced?</p> <p>c. Have phased lights been considered to alternate through and turning traffic to and from Ilam/Middleton (similar to the Clarence St/Riccarton Rd intersection) or to filter turning traffic (such as were introduced a few years ago to filter traffic turning right from Riccarton into Middleton)?</p> <p>d. Why would c, or a &amp; b together, not be considered adequate to address the specific accident-risk problem?</p> <p>While the consultation document notes "network efficiency for public transport" (pg 2) as a consideration behind the proposal, the rationale for the changes highlights safety issues. On the face of it, the current proposal appears to be a very expensive and complicated strategy, impacting on a significant number of people, to solve a safety problem which might be solved more simply with more sophisticated light phasing. It would be useful to understand why these options have either not been considered or have been rejected.</p> <p>2. Middleton Road currently feeds traffic coming off Blenheim Road, a major arterial route. We anticipate that a significant amount of the current traffic on Middleton Road, especially at peak hours, is headed to or from the University. This morning (14 February), for example, at 8.50am there were 20 cars backed up on Middleton and all appeared to be headed straight through to Ilam Rd.</p> <p>a. What are your traffic engineers' figures on current traffic movement (timing, numbers, proportions to Ilam, city or Westfield area destination)?</p> <p>Under the proposal, it appears that traffic from Ilam Rd may proceed straight through to Middleton, but it will not be possible in the other direction.</p> <p>b. Why was it decided that traffic from Middleton would not go straight through to Ilam, but that traffic in the other direction would be acceptable? On what grounds was one direction prioritised over the other? How will this assist addressing the vehicle accident issue that the preamble highlights?</p> <p>c. What are the alternate routes that traffic from Middleton to Ilam is expected to use and how will the proposals ensure this doesn't simply shift congestion to somewhere else (Wharenui Rd or Hansons Lane for example, or closer by-passes " see 3 below).</p> <p>3. At what point on Middleton Road will traffic be advised that there is no right turn into Riccarton and no through route to Ilam?</p>

				<p>If this is at the Riccarton Road end of Middleton then the options for traffic will be Suva St, Auburn Ave, Lochee Road or Field Tce. Closer to Blenheim Rd, Arthur St also becomes an option.</p> <p>a. Suva, Auburn, Arthur and Lochee are already inhospitable streets for heavy traffic flow, with bends and raised platforms. Arthur and to a slightly lesser extent Suva and Lochee become impassable for meeting traffic if there are parked cars. There will be further impediments to traffic flow on Lochee Rd and Suva St if the proposed South cycleway uses part of those roads. Arthur and Suva enclose a school, with its attendant high pedestrian flow at peak times. (See photos attached).</p> <p>A significantly increased traffic flow using these streets as a bypass to get to or from Riccarton seems to risk a potential bottleneck both on these streets themselves and also on Wharenui or Hansons Lane and in turn at their intersections with Riccarton. Use of Suva St (or Arthur St) as a bypass will then involve right hand turns onto Hansons Lane, in the face of potentially increased traffic on that road.</p> <p>b. Traffic from the south side of Riccarton Road delivering school children to Kirkwood Intermediate who cannot turn right from Middleton, will presumably turn left into Riccarton from Wharenui, and then park opposite Kirkwood " requiring children to cross Riccarton Road.</p> <p>c. Is it likely that, in future, traffic from Middleton heading to Ilam will use Field Tce as a bypass to Riccarton (left turn) and then to Ilam Road? What will be the implications of this for access to and traffic build up in the right turn lane from Riccarton into Ilam?</p> <p>4. Under the proposal, people living in Field Tce have no right turn to access Field Tce from Riccarton heading eastwards, either via Middleton Rd or to Field Tce off Riccarton. We note that currently turning right from Riccarton into Field Tce has not been a problem. There is a wide median strip and traffic which is already slowing or stopped for lights readily let vehicles cross. On the proposal diagram this painted median strip is retained at the point of the Field Tce intersection.</p> <p>a. Why can it not remain possible to turn right into Field Tce?</p> <p>Accessing Field Tce via Auburn Ave would require a right hand turn at the Waimairi end of Riccarton Rd (either from Waimairi Rd or from Bush Inn carpark), in a less safe area than at Field Tce. Any other option would seem to require residents to travel considerably out of their way to get back to Field Tce " for instance, from the Middleton/Ilam intersection they might go down to Wharenui, back down Lochee, to Middleton and then to Field Tce, a distance of around 1.5km extra plus three right hand turns. From the Bush Inn carpark they would need to go to Waimairi Rd, down Hansons Lane to Suva Street and back up Middleton, an extra 800m. Similar challenges would affect residents of Haslett Place.</p> <p>b. How is it anticipated residents in Field Tce and Haslett Place access their streets from Riccarton Road when heading eastwards (eg from Waimairi Rd or the Bush Inn carpark)? What is the preferred, expected or most likely route?</p> <p>Has there been any survey of all residents in these two streets to discover their current travel behaviour and the potential impact of the proposed changes?</p> <p>We look forward to your response to the above points, and to receiving your summary document in May/June. We are particularly concerned to receive a response regarding:</p> <ul style="list-style-type: none"> <li>- The implications of the removal of any right turn to access Field Tce from Riccarton Rd;</li> <li>- The possibility of Field Tce being used as a bypass to Ilam;</li> <li>- Whether alternating light phasing of "through plus right turn" from Ilam and then from Middleton have been considered and, if so, why this option cannot be trialled before committing to other expensive options.</li> </ul>
21275	No	Kate	Miller	Please change this intersection it is extremely dangerous
21274	No	Edwin	Stanton	Why don't you just change the phasing so ilam road gets a straight/right turn, then Middleton, so the people who don't understand how to turn right never turn against opposing traffic. Much cheaper than this fad and easy to implement
21273	No	Ella	Hawkey-D'Aeth	This makes it even harder for those coming from middleton road and trying to get onto Ilam road. Lots of people, including myself, come from bleinham road onto middleton to avoid riccarton road traffic when trying to get to university. This would cause issues for many people, and make riccarton road traffic even worse as people trying to get to Ilam area would have to go down riccarton road instead of just coming from bleinham and down onto middleton road, to ilam road.

21272	No	Emma	McCone		I support the proposed road layout changes. The intersection is dangerous and needs to be made safer and more accessible for pedestrians and cyclists, especially as a key connecting road to the University.
21267	No	Melissa	Ward	University of Canterbury	To prevent accidents Riccarton Road needs Right Turn arrows on the traffic lights at this intersection, and Middleton Road and Ilam Road traffic lights need to work independently allowing Ilam Road traffic to go, then Middleton Road traffic to go. This is because there is no right turning lane from Ilam Road onto Riccarton Road, and traffic on Ilam Road backs up while cars are waiting in the middle of the intersection to turn right. Due to the shape of this intersection, those cars waiting to turn right from Ilam Road often obstruct the flow of traffic from Middleton Road to Ilam Road causing accidents.
21249	No	Pete	McGinial		<p>Fully supportive of attempts to improve safety for cyclists when going from Ilam to Middleton and vice-versa. I ride this way a few times a week and this junction is the one area where it always seems risky.</p> <p>With the proposal there will have to be satisfactory gap between cyclist lights and car lights, example being the risk from cars turning left from Ilam to Riccarton trying to catch the end of the Amber light but really jumping the Red light and going through cyclist crossing From Ilam to Middleton Roads.</p>
21247	No	Simon	Roughan		<p>This opportunity for public submissions regarding serious road safety issues along Riccarton Road is encouraging and most welcome for me as a property owner and a ratepayer on Riccarton Road for close to three decades.</p> <p>I have been left unheard for years, as a concerned resident of Riccarton Road.</p> <p>I have proactively contacted the Christchurch City Council numerous times over the past twenty seven years, to report multiple road accidents involving both vehicles and pedestrians outside my property at 316 Riccarton Road. The lack of concern and negligible interest on the part of the Christchurch City Council to my reported concerns has been a consistent response from this publicly elected entity.</p> <p>The number of rear-ended motor vehicle accidents outside my address have been so numerous to document, year after year. With the resultant body trauma injuries, crippling neck whiplash injuries and the like, the Christchurch City Council response to my calls has always been that unless an ambulance was required the Council wasn't interested in such "minor" or insignificant injuries. Even the many cyclist injuries of mainly school children that so frequently occurred as the result of the kerbside parking along Riccarton Road from the Bush Inn corner to the Ilam Road corner, the Christchurch City Council again deflected my many telephone calls of requesting new road safety measures along this busy section of roading, which involved hundreds of students travelling to four sizeable high schools, not to mention the University foot traffic and many primary schools in the area.</p> <p>Writing this submission regarding the proposed Christchurch City Council changes to the Ilam Road/ Riccarton Road intersection may continue to be futile within the context of my previous communications with the City Council offices, that have been consistently ignored.</p> <p>As a registered health care practitioner I am gravely concerned at the lack of interest by my elected Council to the road safety concerns of its ratepayers to such a dangerous piece of roading here in Christchurch.</p> <p>The Ilam Road/ Riccarton Road intersection needs to become a T intersection that no longer includes Middleton Road.</p> <p>A left turning slipway into Ilam Road off Riccarton Road, and a left turning slipway onto Riccarton Road from Ilam Road can be achieved with a high safety factor not requiring stop lights.</p> <p>A traffic lights controlled cycleway from Ilam Road across Riccarton Road into Middleton Road would satisfy the many cyclists involved in getting to school. This is not a justification for vehicles to cross Riccarton Road from Ilam, nor to be able to turn into Riccarton Road from Ilam Road. Such current manoeuvres are a cause of repeated multiple car crashes, and a serious health risk to all road users.</p> <p>Riccarton Road is a busy thoroughfare from our Western suburbs into the city and into Riccarton Mall. The busy thoroughfare status totally justifies the removal of all kerbside parking along the length of Riccarton Road, from the Bush Inn corner down to Hagley Park. Such a kerbside road space would be better utilised as a dedicated Bus lane and/ or a cycleway. Such a sensible road safety initiative as this would reduce so many unnecessary crashes and pedestrian injuries.</p> <p>With the majority of traffic in an east bound direction along Riccarton Road being visitors coming into town from the West Coast or South Canterbury, the previous Christchurch City Council policy of allowing Motel development only on the north side along Riccarton Road made logical sense. This east bound traffic could slip into a motel carpark without in any</p>

				<p>way disrupting the traffic flow.</p> <p>But in stark contradiction to their earlier policies the Christchurch City Council has in the past decade, against objections, is now allowing for the rapid development of motels along the south side of Riccarton Road, such as between Ilam Road and Bush Inn, that has seen the increase in crashes and disrupted road traffic flow due to vehicles coming from the west needing to stop and cross this busy road to get in to their motels.</p> <p>None of these "south side" motels have traffic coming into them from the city end of Riccarton Road. Their patronage is always from the (east bound) Yaldhurst diection, including airport arrivals, which sees traffic arriving at these motels located on the wrong side of Riccarton Road. Where were the city planners and traffic engineers when the Christchurch City Council approved and consented the construction of motel developments on the south side of Riccarton Road?</p> <p>Hopefully the Christchurch City Council will listen carefully to its many constituents who live out their human lives in this Riccarton Road/ Ilam Road locale, and who have the safety and welfare concerns for all road users, especially of school age children who need to frequent this footprint precinct for their education.</p>
21241	No	Olivia	Clendon	<p>I'm very pleased to see the intersection at Ilam/Middleton/Riccarton modified. I agree it is dangerous and confusing due to the off-set alignment and can be difficult to negotiate at peak times.</p> <p>I am not an engineer and have no experience with traffic or road maintenance, so I am satisfied that multiple options were investigated and what is proposed is deemed to be the best for all road users.</p> <p>However, as a resident (home-owner) of Field Terrace, I have some concerns regarding the proposal.</p> <p><b>INCREASED TRAFFIC SHORT-CUTTING THROUGH FIELD TERRACE</b>  I believe the proposal will increase traffic short-cutting through Field Terrace in order to get to Ilam Road from Middleton Road. I think this because my immediate thought when looking at the proposal was how I would do the same, and I realised quickly that I could go LEFT at the intersection of Field Terrace and Riccarton Road (proposed left in, left out access only) and then immediately RIGHT at the Ilam Rd/Riccarton Road intersection. While I appreciate that making the Field Terrace/Riccarton Rd intersection left in/left out will discourage through traffic for vehicles trying to travel eastbound onto Riccarton Rd from Middleton Road (ie they cannot turn RIGHT onto Riccarton Rd from Middleton Road or Field Terrace), it will not stop the traffic that would currently be going straight across the current intersection into Ilam Rd.</p> <p>At peak times in the morning and afternoon the traffic is backed up from the current intersection at Riccarton Road well down Middleton Road (past Field Terrace). From observation, the majority of these cars are traveling straight through the intersection onto Ilam Road (I'm confident that in preparing the proposal some surveying of this would have been done, so presumably you have these numbers - if this surveying hasn't been done I would insist that it is before finalising the proposal).</p> <p><b>INCREASED DANGER FOR PEDESTRIAN CROSSING IN FIELD TERRACE</b>  While I accept the potential for increased through-traffic into Field Terrace from Middleton Road in order to improve the safety of Ilam/Riccarton/Middleton intersection my concerns are largely with regard to how pedestrians use Field Terrace. Field Terrace is a very wide street and currently there are no road markings or pedestrian refuges; this allows vehicles to travel at high speeds around the corners - especially at the Middleton Road/Field Terrace intersection (from both directions, but especially for northbound traffic turning right into Field Terrace from Middleton Road, it's possible to take a very wide berth and make this turn at quite high speed).</p> <p>As a mum with two young kids (1 infant in a buggy and a toddler on bike +/- dog) it can be nerve-wracking to begin crossing the road and have a car approach at high speed very quickly when previously the road was clear of traffic. I can take some time to completely cross the road from footpath to footpath.</p> <p>If more traffic will be diverted into Field Terrace from Middleton Road (attempting to get to Ilam Rd), which I strongly believe it will, then I think there needs to be some safety features put in place to slow the traffic down and make pedestrian crossing easier such as:</p> <ol style="list-style-type: none"> <li>1) a pedestrian refuge at the entrance to Field Terrace from Riccarton Road</li> <li>2) a raised platform to slow down traffic turning into the street,</li> <li>3) road markings</li> <li>4) other strategies (such as narrowing the entrance to the Terrace from Middleton Road?)</li> </ol>

					<p>In my mind, the aim would be to slow down traffic and make the road safer and more able to accommodate a higher volume of cars while allowing safe pedestrian crossing. Also important is continued on-street parking for residents - there is a high proportion of university housing in this street and there are often many cars parked on the street.</p> <p>INCREASED TRAFFIC DOWN LOCHEE ROAD As for the traffic that currently heads northbound up Middleton Road and then turns RIGHT onto Riccarton Road, which will no longer be allowed, I believe many of these vehicles will head eastbound down Lochee Road to get to Wharenui Road and then onto Riccarton Road, but Lochee Road is proposed to be part of the South Express Major Cycle Route so presumably an increase in motor-vehicle traffic is not particularly desired down this street either. (Although Lochee Road already has some of the safety features I'd like to see added to Field Terrace such as speed bumps and a pedestrian refuge at the Lochee Road/Riccarton Road intersection.</p> <p>OTHER I would also like to point out, due to our proximity to the university; there is a large number of university students living in Field Terrace in rental properties. This may reduce the number of Field Terrace residents from responding to this proposal due to the transient nature of the occupants of some of the properties on this street.</p> <p>Thank you for the opportunity to provide feedback, and for making changes to this difficult intersection.</p>
21238	No	Sharron	Denekamp		I support the proposal for changes as set out in the document about the Ilam Road, Middleton Road, Riccarton Road intersection
21237	No	Michael	van Ee		<p>I support improved pedestrian and cycling safety but this proposed road layout is terrible.</p> <p>Middleton road is a main thoroughfare from Blenheim road to Ilam road and to the university. Blocking this will add to the already congested Riccarton road. The problem at this intersection come from traffic turning right into Riccarton road from either Ilam or Middleton roads. If this was prevented all these problems disappear.</p> <p>Wharenui / Clyde road congestion could be greatly reduced by creating a left turn lanes with green turning arrows on Riccarton road. The proposed Wharenui / Clyde road changes will do nothing to improve traffic flow or road safety.</p>
21236	No	Jenny	Owens		<p>I have studied then worked at the university of Canterbury for 34 years. Over that time I have used this intersection regularly both as a cyclist and in a car. I know it very well. I also have a family member I visit regularly in Ilam Arvida rest home close to the intersection.</p> <p>I fully support this proposal for Ilam/Middleton/Riccarton road intersection. It will make it much safer to make a right turn from Ilam Rd into Riccarton Rd in a car. As a cyclist I avoid this intersection where possible, and I probably still will.</p>
21235	No	Paul	Smith	GTS Trust	<p>I support the proposal</p> <p>I think it could be improved if pedestrian safety was considered slightly further along Waimairi Road.</p> <p>Between the Bush Inn entrance and No 30 Waimairi Road the footpath narrows to provide a taxi rank. This pathway is not wide enough to accommodate the volume of traffic that uses the pathway. Scooters, bikes, people with trolleys and shopping, commuters and older pedestrians like my Dad compete for space on the narrower pathway. He has almost been hit and left quite shaken by both bikes and scooters that are moving quite fast along here... They don't bother to cross to travel down the road or slow down.</p> <p>Can you widen the existing pathway towards the Bush Inn so that we can share the space ?</p> <p>Happy to discuss further if needed</p>
21233	No	Laura	Revell		I bike through this intersection twice daily on my way to/from the University of Canterbury. It is an awful intersection and I fully support upgrades to improve safety. It is not clear, when coming north up Middleton Road and crossing over to Ilam Road, if the crossing will be controlled by traffic lights for cyclists?
21231	No	Julien	Gutknecht		Pedestrians and cyclists should have priority crossing on minor roads (zebra crossings, NOT platforms if at all possible). The NorWes Arc crossing on Middleton Road should be a vehicle give way crossing, anything less on a major cycle way is unacceptable.

21230	No	Kelly	Dombroski	University of Canterbury	I support making changes to Middleton/Ilam/Riccarton Intersection, it is terrible. I often had to cross this road cycling with my baby in a cycle trailer to take him to childcare in Middleton road then return to work at the university or pick up the kids from Ilam school, or home up Riccarton road. It was very scary because people came around the blind corner too fast and could then hit me/baby (very slow with my trailer). I used to take the bike trailer and bike on the footpath to avoid this, but the footpath is very narrow, also has a blind corner, and has one space where the hedge is so overgrown that you cannot get past with a pram or trailer, yet the drop to the road is too steep for a bike trailer or pram. I hope the gutters will be made more shallow here and consideration for bike trailers in the design (including the traffic island -- often they are too short to hold a bike and trailer with a child safely, e.g. the island crossing Peer St from Athol Terrace is very dangerous). For us, a bike trailer is a great way to avoid purchasing a second car or paying for parking at Ilam school or the University, and for our children to keep fit, learn road rules, and become independent. Having safe intersections is essential for this.
21228	No	John	Schaper		Concerns re Field Tce traffic calming as part of the Middleton/Ilam Rd modifications. As Middleton modifications will be reduced to left turn exit (West bound onto Riccarton Rd), those wishing to proceed East bound will endeavour to utilise Field Tce to access Riccarton Rd. Traffic calming and shaping to prevent right turns onto Riccarton Rd from Field Tce will risk shifting the issue somewhat. Residents of Field Tce will, no doubt, notice a increased traffic flow (as access to Ilam Rd from Middleton will now require the diversion along Field Tce), as well as the existing narrowing of egress and proposed left in/out modifications may increase risk of accidents at this intersection (including those from illegal right turns) and increased noise.  It would be my suggestion to remove existing traffic calming on Field Tce and permit right turns (as is currently possible) onto Riccarton Rd. Establishment of road markings to assist in keeping the egress of Field Tce onto Riccarton Rd will also assist in improving traffic flow.
21227	No	Yik Chun K	Wong		We Yik Chun Kwong (also known as Gene Kwong) and my wife Pearl Yin Chu Kwong are the owners of the rebuilt [REDACTED]  We strongly oppose any council plan to remove four very valuable car parks outside 233-235 Riccarton Road. Our support person Mr Norm Withers M.N.Z.M. retired Christchurch Deputy Mayor and I made a deputation to the Riccarton/Wigram Community Board to plea to remove a clause in the council officers report that was going to prohibit stopping on the southern side of Riccarton Road commencing at the intersection of Euston Street and extending in an easterly direction for a distance of 55 metres.  As a family we suffered severe hardship when our original Clyde Building was written off following the earthquakes. Fortunately our bank offered to lend, with family financial input, the money to rebuild. One of the banks concerns was that council's proposal to to prohibit stopping outside the Clyde Building would be overturned in the interest of both parties ie. the bank and us. Car parking, today, is very valuable to assist economic viability of businesses and we have a new tenant opening a 'Bubble Tea House' in the next month and the last thing we want to see is parking being removed from outside their business as they are investing a lot of money to establish this business.  We have worked very hard over 30 years and it is important to note that the original Clyde Building was built long before traffic lights, traffic refuge etc were ever installed in Riccarton Road.  Up to 25 staff members are employed in the Clyde Building and naturally they have to find parking away from the establishment so as not to affect the customer parking usage that is currently available.  Council recommendation to remove the four parks will be the final nail in the Kwong Family coffin so, board members and councillors, we respectfully ask for your support in declining the recommendation to remove the four parks in question.  I wish to make a deputation to the Community Board.
21226	No	Weijing	Hao		Hi this is Weijing Hao. I am strongly in opposition to the suggested removal of four car parks outside the Clyde Building on Riccarton Road.  I am the owner of The Camden Restaurant located upstairs and I might add I have invested several hundred thousand dollars to establish this restaurants (you are welcome to view sometime).  We need every car park available to assist the business to run equitably.
21225	No	Sam	Sachdev		This junction can be handled very well with signals without doing major changes. Allow one set of signals for ilam to go to Middleton and Riccarton. Another set to allow Middleton to Ilam and Riccarton. And have pedestrian signals. Somewhat like the Morehouse/Barbados/ Waltham rds junction. Since only one set is working the traffic will move fast. Put markings on the road for traffic to follow when going to Riccarton road or Ilam Road. This may suffice and if further change is needed the Riccarton road signal on BP side could be shifted towards BP a little bit allowing easy flow to Riccarton and Ilam From Middleton and from Ilam to Riccarton and Middleton. Smart signals with detectors can manage a smooth flow. Cost with option 1 is minimal - only upgrading/adding the signals and painting. Am sure the traffic engineers can manage this set up.

21223	No	Richie	None		<p>This is Richie, we are strongly opposed to the proposed removal of the 4 valuable car parks out side 233-235 Riccarton Road.</p> <p>We have invested substantial money to open and conduct the business of a " bubble tea house" for which we have council approval. Car parking is valuable essential in the enhancement of small business in this city and we as retailers need very bit of customer parking possible-not to lose existing parking.</p>
21222	No	Heather	Caspersen		<p>Many thanks for facilitating the meeting Tuesday 19th Feb Bridge Club Rooms.</p> <p>It was unfortunate that a few people dominated proceeding and seemed hell bent on not listening. On reflection many of the engineers points made a lot of sense to me. My greatest concern is the pressure that will be created to on street parking.</p> <p>There is a lot of pressure due to the University location, students and young people renting housing in the area. Many houses have numerous tenants some times with many cars. We have one flat around the corner which often has as many as 6-8 cars parked either on the road up their drive and across the footpath. The is not to say it is only students that cause the problem.</p> <p>The grassed areas. With a lot of rented properties in the area why put a grassed area in-front of properties where the tenant are not interested or don't have a lawn mower to cut the grass. This will quickly become an eyesore and we the rate payers will end up footing the bill to have them cut very infrequently and looking untidy for long periods. Why not put artificial grass, low maintenance and should last a long time as I believe the artificial grass has improved over time.</p> <p>We also have issues with people parking too close to the entrance of our street restricting the view for exiting out of the street safely.</p> <p>Road improvements are all well and good but unless the laws are applied and policed there are always going to be an issue. For example parking on the wrong side of the road facing oncoming traffic.</p>
21220	No	Gina	Mintrom		<p>I am very disappointed at the prospect of Middleton Rd having no right turn from Riccarton Rd when coming from the west. The reason drivers use Field Terrace is because of the lack of a right hand turn. Looking at the map and checking on an alternative route means driving FUTHER ie coming from Bush Inn mall which promises to become more useful in the future. Is it possible for the lights to be phased so each intersection can function or go separately ?? How will cyclists make a RH turn ??? I can only assume they will use the proposed 'barn dance' somehow. Cyclists are drivers too, especially in winter, so I can see no particular use in this idea. I am also very UPSET about the loss of the variegated elms in the Riccarton shopping centre. All that does is expose the filthy footpaths even more. Cheers !!</p>
21208	No	Rebecca	None		<p>RE: Ilam/Middleton/Riccarton Intersection</p> <p>My current position is walking to &amp; From work (UC), especially in the evening is that cars will turn right from Ilam Road onto Riccarton, even while I am walking across. The barrier will stop those crossing behind me, before I fully make it across. However, my main problem has been people simply just turning without looking. I have had to stop a few times in the middle of Riccarton Rd , even to the point the lights were red. To make sure I can walk across &amp; reducing any chance of an accident I turn around &amp; partially walk backward. I am not sure how the new intersection layout will help this, hopefully it does. But it might be worth considering this when designing the light sequence. It might even be worth all pedestrian crossing lights going all together, like they do in the city? Or setting a delay so pedestrians go &amp; so drivers can see them/pedestrians crossing the road</p>
21207	No	Ryan	Coey		<p>The easiest fix would be to adjust the traffic lights, so that traffic comes from Ilam road going straight and right while Middleton rd is red lighted, and then have straight and right traffic coming from Middleton rd while Ilam rd is red lighted so that traffic does not cross paths as it does currently. This method would require no new roading development, just a change in the lights cycle</p>
21200	No	Craig	Downing	St John New Zealand	<p>From St John I cant see any issues from us.</p>
21199	No	Terry	Foote	Red Bus	<p>Thank you for the opportunity to engage on the planned changes at the above intersection.</p> <p>In regards to any improvements at the intersection there is a pressing need for a right turn arrow for traffic that is heading west along Riccarton Road and turning into Ilam Road.</p> <p>Buses (and all other traffic) have serious delays when trying to make a right turn due to the traffic flow along Riccarton</p>

21198	No	Sue	Chamberlain		Green turning arrows would be a good idea and solve some of the problems that exist when turning right from Riccarton Road into Middleton right and the same for the traffic trying to turn right into Ilam Road. Traffic still needs to flow through from Middleton onto Ilam Road – So I think further investigation needs to be looked at before any changes are made. Thanks Sue Chamberlain
21197	No	Leila	Torrington	Environment Canterbury	<p>Thank you for the opportunity to provide feedback on the Ilam Road, Middleton Rd, Riccarton Road intersection project. This submission is from the Public Transport team at Environment Canterbury.</p> <p>We agree that the current layout of this intersection can be confusing for drivers, creating danger for all road users. We support the changes overall, and note the consideration of the impact on buses at this intersection, and at the two neighbouring signalised intersections (Clyde/Wharenui/Riccarton, and Hansons/Riccarton/Waimairi).</p> <p>Specifically:</p> <ul style="list-style-type: none"> <li>- We support the removal of the right turn from Middleton Road into Riccarton Road (eastbound) to improve the safety of this intersection.</li> <li>- We support the introduction of bus lanes and other bus priority measures as proposed.</li> <li>- We would also like to suggest the limit line for west bound Riccarton Road traffic lane on the corner of Riccarton Rd and Wharenui Rd (outside Ilam Toyota) is pulled back. The route 80 bus service currently struggles to turn right from Wharenui Road around this queueing traffic, so moving this line slightly further east would help this turning movement.</li> <li>- We support the extended right-turning lane from Riccarton Rd into Waimari Rd to accommodate queueing traffic. The high frequency Orbiter bus route turns right at this location.</li> <li>- We also strongly support the introduction of a right-turning arrow for vehicles turning from Riccarton Road into Ilam Rd. This is vital to assist the high frequency Purple Line route to safely make this turn through traffic travelling straight through on Riccarton Road.</li> </ul>
21194	No	Diane	Mulholland		<p>Feedback about the proposed changes to Ilam/Middleton/Riccarton Rd intersection.</p> <p>While I agree the intersection needs to be made safer, as I travel via this intersection at least a couple of times a day to get children to and from school, I still believe traffic needs to be able to travel both from Ilam Rd onto Middleton Rd, and Middleton Rd onto Ilam Rd. Otherwise how do you propose traffic gets from Middleton Rd onto Ilam Rd?</p> <p>The current design would push a lot more traffic onto Riccarton Rd and then onto Waimari Rd or possibly to Riccarton Rd/Wharanui Rd/Clyde Rd intersections which both don't allow much movement in traffic turning off Riccarton Rd, and especially at peak times this is not a good choice due to these roads already being really really busy/congested. Lights that enable traffic to travel from Ilam Rd to Middleton Rd, separate from traffic travelling from Middleton Rd onto Ilam Rd would be ideal and could be implemented without any layout changes. Could this be part of the final plan and well as part of an interim solution to see what impact it has before the changes take place. Busses travel through this intersection for both Ilam school, Middleton Grange School and public transport so narrowing the entrances to the street does not allow busses, trucks etc to navigate the entrance to the street with its alignment, without going onto the other side of the road. You just have to watch busses come out of Homestead Lane on Ilam Rd to know that narrowing of street entrances have a big impact on busses exiting streets as I have not see one single bus that has been able to get out of Homestead Lane without having to cross the centre line onto the wrong side of the road.</p> <p>Public transport or cycling is not feasible for one of my children due to a disability.</p>
21193	No	Leanna	Dodge		Agree that the Ilam/Middleton/Riccarton Road intersection is unsafe. However to close off access from Middleton Road to Ilam or right onto Riccarton Roads will have a major impact on families travelling to and from Middleton Grange School, Cornerstone Preschool & the Rannerdale sports fields. The only other option for this traffic would be to use Hansons Lane to turn right onto Riccarton Road. However, accessing Hansons Lane from Suva Street is a right turn, which at peak before and after school times is ridiculously busy and also unsafe for right turns. Has any consideration been given to installing right turning arrows at the Riccarton/Middleton/Ilam intersection, or failing that, installing traffic lights with right turning arrows from the Middleton/Rannerdale side of the Suva St & Hansons Lane intersection? Otherwise, you are likely to simply see the high accident rate move from Middleton/Ilam/Riccarton to Suva/Hansons intersection.
21191	No	Sarah	Wylie		I agree with the proposed changes, which I believe will enhance safety and traffic flow for cyclists and drivers. I drive and bike in this area often.

21189	Yes	Garry	Keast		<p>Hansens Lane / Riccarton Rd / Waimairi Rd</p> <p>I bring to your attention that Liquor King closed 12 months ago and Armitage Williams are now 2019 building a Briscoe's to replace it. The new driveway into Bush Inn Center is going to be beside my Tavern and not as per your plan and we loose 88 carparks because of this</p>
21173	No	Priscilla	Byrne		<p>As I am a resident of Field Terrace and am regular shopper at Bush Inn Centre and Countdown</p> <p>I would very much like to know how I am going to turn into Field Terrace from Riccarton Rd ?</p> <p>Am I meant to go through Middleton/ Ilam intersection and do a u turn somehow on Riccarton Road and then turn left into Field Terrace??</p> <p>Just Asking...</p>
21165	No	Mark	Darvill	Riccarton Clinic and After Hours Medical Centre	<p>Many of the changes proposed are too far from our facility to impact upon it directly but many of our staff travel from the Riccarton direction and we are making our comments on behalf of those that we have spoken with.</p> <p>Generally we support the changes but we have some concerns at Middleton Road and Auburn Avenue.</p> <p>Middleton Road - we support the changing to left turn only but we have some reservations over narrowing of the lane to a single car width. A number of our staff cycle northwards along Middleton Road as they find it easier to turn right into Middletone off Blenheim than the alternative (Hansons Lane). I am told that the timing of the traffic lights on Blenheim Road mean that cyclists often arrive at the Middleton Road turning when there is little following traffic on Blenheim. This is not true at Hansons Lane. Accordingly, stationary traffic on Middleton Road awaiting a left turn onto Riccarton Road will leave very little room for northwest bound cyclists. Drivers may expect cyclists to mount the pavement heading north but the cycle path terminates before the intersection and then heads east before north again.</p> <p>Auburn Avenue - the extension of the right turn to Waimairi Road from Riccarton Road is supported although staff inform me that there is frequently some difficulty reaching that right turn lane as cars proceeding east on Riccarton Road effect a right turn into Auburn Avenue at the exact point that cyclists move from the nearside of Riccarton Road towards the right turn lane. Currently the cyclists turn after the cars. If the proposal goes ahead cyclists will cross exactly where the cars cross. A green-painted cycleway from the kerb to the right hand turn lane would provide a visual cue to both the cyclists and drivers.</p>
21157	No	Jen	Goldie		<p>The proposed changes make it potentially much harder for people living down Middleton road and its side streets. The right turn ban could be potentially solved with a green arrow, which would also mean you aren't cutting off people trying to get home at the end of the day, or people who made a quick stop at the Bush Inn center and want to get back home.</p> <p>As someone who commutes straight up Ilam from Middleton to get to work, the proposed change would force me down Riccarton to the turn by the Bush Inn center, which I hope would be accounted for with the right turn and light changes/times there as well if this was to go ahead, otherwise it could cause more congestion and frustration just a bit further down the road with the potential influx of commuters (and parents dropping kids off at Middleton Grange) needing to find alternate routes.</p>

21155	No	Sonia	Bell-Thompson	<p>One problem with the Ilam/ Middleton intersection is that people do not follow the recommended turning procedure when making a right turn from Ilam Road into Riccarton Road allowing the traffic from Middleton Road to be able to make a right hand turn in to Riccarton Road. A family member is one of the biggest problems.</p> <p>I regularly walk the family dog along Ilam Road across Riccarton Road and into Middleton Road during the day and have never had any issues with traffic or the pedestrian crossings to Middleton Road and seldom see cyclist on Middleton Road. One suggestion is to give the walkers a little longer time to cross the road.</p> <p>When I drive I like the free left hand turn from Ilam Road into Riccarton Road and the free turn from Riccarton Road left into Ilam Road. I do take a short cut off Riccarton Road into Newham Terrace and down Rudleigh Ave. if the Riccarton Road traffic isn't moving. Occasionally I try Balgay street, Kirkwood Ave when the cue of traffic on Riccarton Road is long even try Clyde Road Kirkwood Ave.</p> <p>Could the out of Middleton turning right into Riccarton Road traffic be given their own lane? Reposition the pedestrian crossing on Middleton Road further back on Middleton Road to make space for a third lane, one left free turn into Riccarton Road, one across Ilam and one turning right into Riccarton and change the light phase so any traffic out of Middleton has its' own phase. Of course that would make three light phases instead of the existing two.</p> <p>Put the cyclist on the foot path with the Lime scooters and skate boarders, but could they ring a bell when coming up behind pedestrians. Alternatively make one footpath for pedestrian and prams/pushchairs and the other footpath for the non-pedestrians.</p>
21152	No	John	Higgins	<p>Affected property [REDACTED]</p> <p>Generally support the proposal.</p> <p>Support closing of right hand turns out of Field Terrace for safety reasons.</p> <p>Oppose closing of right hand turns into Field Terrace for the following reasons:</p> <ul style="list-style-type: none"> <li>- right hand turns from Riccarton Road are also being closed at Middleton Road, so if eastbound along Riccarton Road the route to Field Terrace is considerably longer.</li> <li>- there appears space to queue in the flush median without blocking the eastbound lane.</li> <li>- volumes turning right from the eastbound lane are likely low.</li> <li>- closing right hand turns out of Field Terrace would reduce safety issues turning right in to Field Terrace.</li> <li>- there are many other examples of right turning along Riccarton Road that restricting right turns into Field Terrace likely wouldn't result in a noticeable safety improvement.</li> </ul>
21148	No	Joyce	Qu	<p>Changing Middleton Road into T intersection is a stupid idea. Lot of car reply on the intersection to travel to university and after work. The best way to stop the crash is to stop traffic, from Ilam road and Middleton Road, turning onto Riccarton road. This will solve all problems.</p>
21147	No	Jim	Yu	<p>Changing Middleton Road into T intersection is a stupid idea. Lot of car reply on the intersection to travel to university and after work. The best way to stop the crash is to stop traffic, from Ilam road and Middleton Road, turning onto Riccarton road. This will solve all problems. And please stop wasting tax payer's money on cycle lanes. As majority of road users travel in cars. Cyclist are the ones ignoring red lights and being very agreesive on the road.</p>
21146	No	Ru	Shen	<p>We travel using this intersection all the time. To solve your problem all you need to do is to stop traffic from Ilam road and Middleton road right turning into Riccarton road.</p>
21145	No	Yang	Yu	<p>Changing Middleton Road into T intersection is a stupid idea. Lot of car reply on the intersection to travel to university and after work. The best way to stop the crash is to stop traffic, from Ilam road and Middleton Road, turning onto Riccarton road. This will solve all problems. And please stop wasting tax payer's money on cycle lanes. As majority of road users travel in cars. Cyclist are the ones ignoring red lights and being very agreesive on the road.</p>

21144	No	Louette	McInnes		<p>Concerning the 'no turning' at Ilam and Riccarton Rd - that is a good move to prevent accidents. However, Middleton Rd is a main route to the university for traffic straight through from Middleton Rd to Ilam Rd. That means the traffic coming north on Middleton will need to turn left, then go up to Waimairi Rd.</p> <p>With more traffic likely on Balgay St, and on Newnham Terrace with the proposed changes to the roads, I would like to see parking only on one side of those streets. Both have bends that make it dangerous to travel when cars are on both sides of the street at the bends and visibility is severely restricted when cars are parked on both sides. At the moment, both sides can be used until March 1st until the end of November, but the univ started orientations several weeks earlier, and the workers/construction workers at the univ have found the street and park there all summer. I nearly had two head on collisions there in just the last week since cars heading to Riccarton Rd are coming from a straight section of road at speed. Only my extreme care prevented the collisions.</p> <p>Very short term parking is allowed on Balgay when Ilam Primary and Kirkwood Intermediate let out, and cars don't usually park on that bend then, so the short term (10 minutes) works okay.</p> <p>I would also like to request all the no parking yellow lines on Milnebank St, and the white parking space lines, be repainted since students try to park there as soon as the lines get a bit worn, which they have.</p> <p>Also, I can see no need to change anything at Field Terrace.</p>
21143	No	Samantha	Eason		<p>Thank you for the opportunity to provide feedback on this proposal. I am very familiar with this intersection and the problems as I drive through it twice a day.</p> <p>Rather than go straight to the reconfiguration proposed, I would like to suggest a trial of an idea that is much less expensive: prohibit right hand turns onto Riccarton Road for traffic traveling North/South through the intersection.</p> <p>The current proposal risks directing traffic away from Blenheim Road (a road designed to handle large volumes of traffic) and onto Riccarton Road (which is already struggling with congestion).</p> <p>At the times of day that I drive through this area, most of the cars traveling through this intersection are going straight through but the biggest danger is caused by a smaller number of vehicles turning right onto Riccarton Road from either Ilam or Middleton Roads. It's particularly precarious when there are two vehicles trying to make right hand turns onto Riccarton Road at the same time. Often they try to go around each other rather than pass on the outside (despite the current signage that shows them what to do) and typically turning traffic blocks the passage/sight-lines for straight-through traffic making the give-way rules hard to follow and causing confusion. I've witnessed a number of near misses that would be avoided if right-hand turns onto Riccarton Road were prohibited for general traffic. An exemption would need to be made for public buses.</p>
21137	No	Gordon	Burnett	Five Axis Machining Limited	<p>There needs to be speed restrictions along Riccarton rd and other incentives to get traffic to use alternative routes into town. This would allow mall and other local destination travel to move more freely. town traffic needs diverting at either end, and the resulting flows need to be managed for improved access to the destination.</p>
21131	No	Teresa	von der Heiden		<p>Hi, long overdue upgrade of the Ilam Road / Riccarton Rd intersection. Crossing Riccarton Rd there is every time a little nightmare. So good idea making it a T intersection! Important would be also a right arrow for westbound traffic turning right from Riccarton Rd into Ilam Rd. Currently you can only turn when the lights are turning red because of too much straight through traffic. Another nightmare! I can't wait for the upgrade. Thanks!</p>
21125	No	Phil	Wilson		<p>These changes look excellent and are much overdue. The intersection with Ilam/Riccarton road is a well-known nightmare. The proposed left-in/left-out restrictions, lengthened right-turn lanes, and other improvements for pedestrians and cyclists look well-thought out and should increase safety.</p>
21121	No	Martin	Dixon		<p>I use this dreadful intersection regularly. The main problem I perceive is when cars go straight on from Middleton Road to Ilam Road or vice-versa. Some drivers(like myself) 'straight on' without using indicators. Others use right indicator followed by left indicator which may cause confusion and a possible accident for someone coming from Ilam Road.</p> <p>A simple way of getting rid of such confusion is changing the pattern of the traffic lights. Starting with cars coming from Middleton Road, let the lights for these drivers be green with a green right arrow as well. Traffic lights for all other directions must be red. Next with cars coming from Ilam Road, let the lights for them be green with a green right arrow as well. Traffic lights for all other directions must be red. Finally for traffic in Riccarton Road(either way) just have normal traffic light pattern with green lights. Middleton Road and Ilam Road must have red lights. That should solve the main problem cheaply and with minimum cost.</p>

21119	No	Hamish & Pam	Horton	NA	<p>We consider this to be a very sad proposal because a major straight through route to the North will be closed, the only one proposed to be closed going North across Riccarton Road. We have lived off Middleton Road for 40+ years and are too old to cycle, which seems to be one of the major reasons for this proposal. It is apparent to us that the majority of traffic is straight through along Middleton and that the majority of accidents have been caused by R turning vehicles (we have to negotiate them every time we go through this intersection). As we use this route a lot a long time ago we deduced that turning R into Riccarton Road was too risky so have not done so. What is proposed seems all very complicated and costly. We feel the simplest and cheapest option would be to leave the intersection essentially as it is BUT prohibit turning R out of both Ilam and Middleton Roads. (Incidentally, our son was run into by a R turning vehicle at this intersection some years ago.) Surely this could be engineered by appropriate and effective means. We are sure that the residents and community of both Middleton (eg school) and Ilam (University) will be grossly disadvantaged by the closure to through traffic. Having worked at Christchurch Hospital for decades I am very familiar with the usefulness of accessing Blenheim Road and have noticed many using the same route via Middleton Road enroute to Ilam. The alternative routes will require using "back streets" meaning higher volumes and the likelihood of more accidents and injuries. I notice that in the submission circulated you do not provide absolute data. The causes of the accidents for instance, plus the volumes of traffic going straight through versus those turning. I could count it myself but, as we use this intersection so much, our conclusion is well and truly in favour of through traffic being the majority users. So, in other words, this change we feel is being made in favour of the minority. We absolutely oppose this proposal and feel discriminated against. We feel that it is akin to putting a gate at one of the major exits to our suburb and locking it. Please reconsider this proposal.</p>
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21106	No	Bronte	Barber	<p>I 100% disagree with this idea of the intersection plans.</p> <p>As someone that has taken this road for At lest the past 15 years, and personally driven it for 8 of those years, I think all you need to do is create 'No Right Turns'. The build up is from both sides trying to turn right, however, if you make it just a straight road, then you will get a constant flow of traffic.</p> <p>With this plan you have put all the traffic down Riccarton Road, towards bushinn, which already gets congested.</p> <p>There are plenty of side streets off Ilam and Middleton that can take those people turning right to the places they need. I know I would prefer to turn right down Auburn, Suva or Arthur street just to save turning right at that intersection.</p> <p>Also; residents that live at the top of ilam coming from Middleton would then either have to make a u-turn down Riccarton Road, or get stuck at the lights on Waimairi Road/Riccarton just trying to get to Hanrahan to get back home.</p> <p>Making a left turn will create more frustration.</p> <p>Please don't do it.</p>
21105	No	Duncan	Henderson	<p>I think it is great that you are finally looking at doing something to the Ilam/Middleton/Riccarton Road intersection, it's a terribly designed intersection and it is long overdue. Unfortunately I think the one idea presented for this intersection is not good. I appreciate that you are trying to get the best of everything, for motorists, cyclists, pedestrians, traffic flow and buses (I myself am a cyclist), however I just think that cutting off Middleton Road like that is a bad idea.</p> <p>It is a very common route for travelling across town, i.e. my partner regularly uses it to get from Halswell to Jellie Park. When we used to flat in Ilam we would often use it to get to Tower Junction or other places on Blenheim Road. There are also a huge number of university students who flat down or off Middleton Road who will be adversely affected by cutting off through-traffic between Ilam and Middleton Roads, particularly for cyclists. I'm not aware of the route of the new cycleway going in here, but will it allow cyclists to get efficiently from Middleton Road to Ilam Road and the university?</p> <p>While keeping traffic flow and buses moving on Riccarton Road is a good idea, the ridiculous offset intersections at Clyde/Wharenui Road and Hansons Ln/Waimairi Road are what really slow down traffic along Riccarton Road and clog up intersections, particularly around Bush Inn. While they might be 'safer' in terms of a reduced opportunity for head-on collisions, it seems they do more harm than good. If you really want to speed up traffic on Riccarton Road, you need to re-align all three of these intersections so they are straight cross-intersections. I realise this is the expensive option, due to the property purchases which would be required, but cutting off Middleton Road is really only a temporary measure for traffic on Riccarton Road, which is still only going to get worse while these other intersections remain.</p> <p>Changing the western approach lane on Riccarton Road to Wharenui Road to a right turn only is a good idea that should have been done years ago.</p>

21104	No	Amanda	Simpson		The changes proposed to Riccarton, Ilam and Middleton Roads are excellent and will make a huge difference to safety. Thank you for making these changes!
21103	No	Aaron	Cornwall		I'm really against getting rid of the straight through traffic from Middleton to Ilam rds as I use it very regularly as do others it will severely restrict me getting to the other side of the city.  How about buying parts of the properties on each corner to align the two roads better?
21102	No	Rawa	Karetai	Home	I like the proposed changes to the Ilam / Middleton / Riccarton intersection - Looks great  In regards to the Clyde Road / Riccarton Road / Wharenui Road intersection - I think there are two options here - Either do the same as you would for the Ilam / Middleton / Riccarton intersection option or, make it so that when you are turning right from the wharenui entrance that you can safely cross over into the lane turning left into Clyde road. This can be achieved in a number of ways, delaying the lights so that there is enough time for the traffic to clear the intersection for the traffic coming from Wharenui to Clyde Road or allow for there to be two lanes so that it is clear, those in the middle lane are to turn onto Clyde street only.  I would follow these suggestions for Hansons Lane / Riccarton Road / Waimairi Road intersection also.
21099	No	Antony	Fairbanks		I drive up Middleton Road every work day to go to the University. This is the major route into the University for hundreds of drivers, that you will completely cut off with the proposed changes, which will then require everyone to turn right from Riccarton Road into Ilam Road instead.  It will therefore significantly increase congestion on Riccarton Road, and produce very long right turn queues, that a simple traffic light arrow will not be able to cope with. Morning rush hour will be gridlock.  So I think what you suggest is therefore a dumb idea.  I suggest you either straighten the road (compulsory purchase 305B and demolish house) and add left and right turn arrow on both Ilam and Middleton roads, or put a roundabout in. The latter is a simple solution...if only someone would teach ChCh drivers how to use them...
21098	No	Catherine	Baker		I use this intersection regularly. There need to be 3 separate lights changes for this intersection. 1 change for Riccarton Road cars. 1 change for cars and cycles leaving Ilam Road then a 3rd change for cars and cycles leaving Middleton Road. At the moment it is impossible for cars or cycles to turn right into Riccarton Road from Ilam or Middleton Roads.
21097	No	Matt	Coulthard		With regards to the change at Middleton/Ilam/Riccarton.  I lived at 5 Auburn Ave and commuted via bike or foot to the university in 2013. This intersection was the most dangerous part of my commute. Although a re-alignment would have potentially been a better option, given the lack of space and neighboring properties, I fully support the current proposal.
21096	No	Sophie	Walker		Hey there - I use the Middleton/Ilam/Riccarton road intersection on a daily basis for my commute home from work.  I travel north along Middleton to cross it to Ilam road. I find what is most frustrating about this intersection is that those turning right onto Riccarton road block the straight through traffic and this happens for those on ilam turning right onto Riccarton too. My suggestion would be to time each lights seperatly - so that only people say heading north from Middleton or turning right onto Riccarton have right of way. And then the same happens on the opposite side so that only south travellers go on the green.  This would keep cyclists safe as there is only one stream of traffic, and pedestrians too who need to cross.  Thanks for reading

21095	No	Tony	Thompson	Officetech	<p>I have used this intersection every day for 15 years and I agree this intersection needs attention, however, it has a high flow of traffic transiting Riccarton Road and one of only 2 good options for traveling North from Blenheim Rd to the North of the City, the other being Clyde Rd. Waimari Rd is already way overloaded as an option as is Clyde Rd and Straven Road is a nightmare.</p> <p>In my opinion, all you need to do here is stop people from turning right into Riccarton Rd from both Middleton and Ilam and the traffic will flow safer and with more freedom. There are other options for people who need to join Riccarton Rd.</p> <p>If you stop traffic flowing through this intersection with the proposed road layout, pressure on Clyde, Waimairi and Straven will be dreadful.</p>
21093	No	Logan	Stephens		<p>I agree with the proposed changes, however would like to see the scope included to consider the intersection of Riccarton road and Yaldhurst road at Church corner to be included. Currently it is extremely dangerous for cyclist wanting to continue from the end of Riccarton road onto Yaldhurst road, and having to cross multiple lines of traffic. I have battled with this intersection daily on bike and it needs to be resolved. This is the perfect opportunity to add a cyclists refuge or safe passage. Please correct me if plans already exist to improve this for cyclists.</p>
21092	No	Alistair	McKinnon		<p>As someone who regularly travels down Middleton Road, Hansons Lane and Ilam Roads either by bike (commuting to work) or car these plans do not seem to have taken into account the volume of traffic at peak times of the day. Hansons Lane already banks up well beyond its capacity at school drop off and pickup times and the proposed plans will increase this further (by restricting options from Middleton Road into Riccarton Road). Given that the plan already has the preferred cycle path going Hansons Lane, Suva Street, Middleton Road this will further increase congestion for cyclists. The Suva Street plan for cycles will have a significant impact on parking and while the proposed changes here do not reduce the parking significantly, in the context of a significant change proposed in Suva Street there needed to be a thought to this as part of the plan. The Suva Street bike path already consulted on feels dangerous as a cyclist and is likely I believe to lead to cyclists avoiding this and using the other roads in the area, (too many places exist that cause cyclists to cross pedestrian pathways with limited visibility either for the cyclist or the pedestrian). I agree these corners are a safety concern, these plans do address some of these issues, however, they have a serious risk of moving the issues to either Hansons Lane or other streets. It appears as someone who uses this area regularly that the impact of traffic around the Middleton Grange Entrances (both cars and pedestrian) has been almost ignored. The plan has narrowed streets, built out areas around corners which in other areas (eg Suva Street into Hansons Lane) have significantly reduced visibility and increased congestion leading to far less safety for road users. Needs a rethink before it is too late</p>
21090	No	Erin	Tait		<p>I support the change!</p>
21089	No	Allan	Kennaird	Contractor	<p>Have all 4 intersections controlled separately with left turning (controlled) where appropriate</p>
21088	No	John	Richardson		<p>This seems largely to be beneficial, but I am skeptical about completely eliminating the access from Ilam road to Middleton road, as this is one of the only ways that does not already get extremely clogged with traffic to travel from the University through to Blenheim road. Curletts road is rarely fit for purpose, the intersection at the corner of Riccarton and Wharanui road is near impossible to turn right at in peak traffic and this would leave a dog leg to Hansons lane as the only suitable option, and even this is a regularly overcrowded and difficult to navigate road at peak traffic hours. It seems this will put significant strain on the surrounding streets.</p>
21087	No	Phil	Tappenden	Kirkwood Intermediate School	<p>Thank you for the opportunity to comment. I believe that the recommendations as made are sound. I particularly think the single right turn lane into Wharenui Rd makes a lot of sense. Sorting out the Ilam/Middleton intersection should increase the safety of our pupils. I think there is a need for a loading zone on both sides of Riccarton Rd near our school to ensure that the buses can safely drop off and pick up both technology client pupils and our own school pupils.</p> <p>I have in the past asked for a small barrier near the pedestrian crossing from Riccarton Rd to Wharenui Road - this would greatly increase the safety of our pupils when leaving school. I am more than happy to discuss this further.</p>

Name\* GARRY KEAST,

Address\* [REDACTED]

Postcode [REDACTED]

Phone [REDACTED]

Email\* [REDACTED]

\* required fields

**Please note:**

We require your contact details as part of your submission – it also means we can keep you updated throughout the project.

Your submission, name and address are given to decision-makers (Community Board/Committee/Council) to help them make their decision. Submissions, with names only, go online when the decision meeting agenda is available on our website.

If requested, submissions, names and contact details are made available to the public, as required by the Local Government Official Information and Meetings Act 1987.

If there are good reasons why your details and/or submission should be kept confidential, please contact our Engagement Manager on (03) 941 8999 or 0800 800 169 (Banks Peninsula).

**Please fold with the reply paid portion on the outside, seal and return by 11 March 2019**

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staple or tape here

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Please give us any other feedback you would like us to consider

HANSEN'S Lane / Riccarton Rd / Waimairi Rd.

I bring to your attention that Liquor King closed 12 months ago, and Armitage Williams are now 2019 building a Briscoe's to replace it. The new driveway into Bush Inn Center is going to be beside my TAVERN and not as per your plan. and we loose 88 carports because of this.

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FREEPOST Authority No.178



tape here

Attention: Philippa Upton  
 Ilam Road / Middleton Road / Riccarton Road intersection  
 Engagement Team  
 Public Information and Participation Unit  
 Christchurch City Council  
 PO Box 73016  
 Christchurch 8154

# Have your say

Make sure your feedback gets to us before 11 March 2019

Save time and do it online [ccc.govt.nz/haveyoursay](http://ccc.govt.nz/haveyoursay)

## Comments

Liquor King

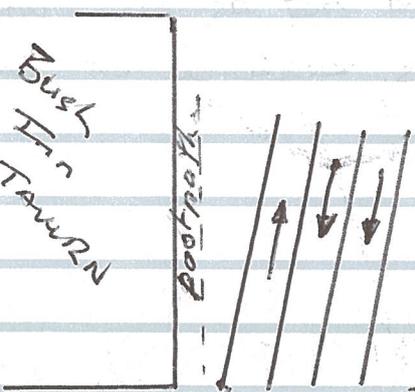
old system



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Bush Hill TOWN

Footpath



new system with new entrance

Riccarton Road

# Canterbury

District Health Board

Te Poari Hauora o Waitaha

## Submission on Ilam/Middleton/Riccarton Road Intersection

**To:** Christchurch City Council

**Submitter:** Canterbury District Health Board

Attn: Bronwyn Larsen  
Community and Public Health  
C/- Canterbury District Health Board  
PO Box 1475  
Christchurch 8140

**Proposal:** CCC is proposing changes to the Ilam/Middleton/ Riccarton intersection to make our roads and footpaths safer for drivers, cyclists and pedestrians.

## **SUBMISSION ON ILAM, MIDDLETON, RICCARTON ROAD INTERSECTION**

### **Details of submitter**

1. Canterbury District Health Board (CDHB).
2. The Ministry of Health requires the submitter to reduce potential health risks by such means as submissions to ensure the public health significance of potential adverse effects are adequately considered during policy development.

### **Details of submission**

3. We welcome the opportunity to comment on the Ilam, Middleton, and Riccarton Road Intersection. The future health of our populations is not just reliant on hospitals, but on a responsive environment where all sectors work collaboratively.
4. Health creation and wellbeing (overall quality of life) is influenced by a wide range of factors beyond the health sector. These factors can be described as the conditions in which people are born, grow, live, work and age, and are impacted by environmental, social and behavioural influences. They are often referred to as the 'social determinants of health'<sup>1</sup>. The diagram<sup>2</sup> below shows how the various influences on health are complex and interlinked.
5. Transport and urban design have particular influences on the health and wellbeing of New Zealanders. One obvious health outcome which is of particular relevance for this intersection is increased safety for all road and footpath users and reduced crash risk. However, the greatest health impact is how the design of streetscapes can encourage or inhibit physical activity. Low physical activity is the 10<sup>th</sup> leading risk factor for death and disability in New Zealand and contributes to a number of preventable diseases which cause the most deaths per year in the developed world<sup>3</sup>.
6. The most effective way to maximise people's safety and physical activity is to take these factors into account as early as possible during decision making and design development. Initiatives to improve health outcomes and overall quality of life must

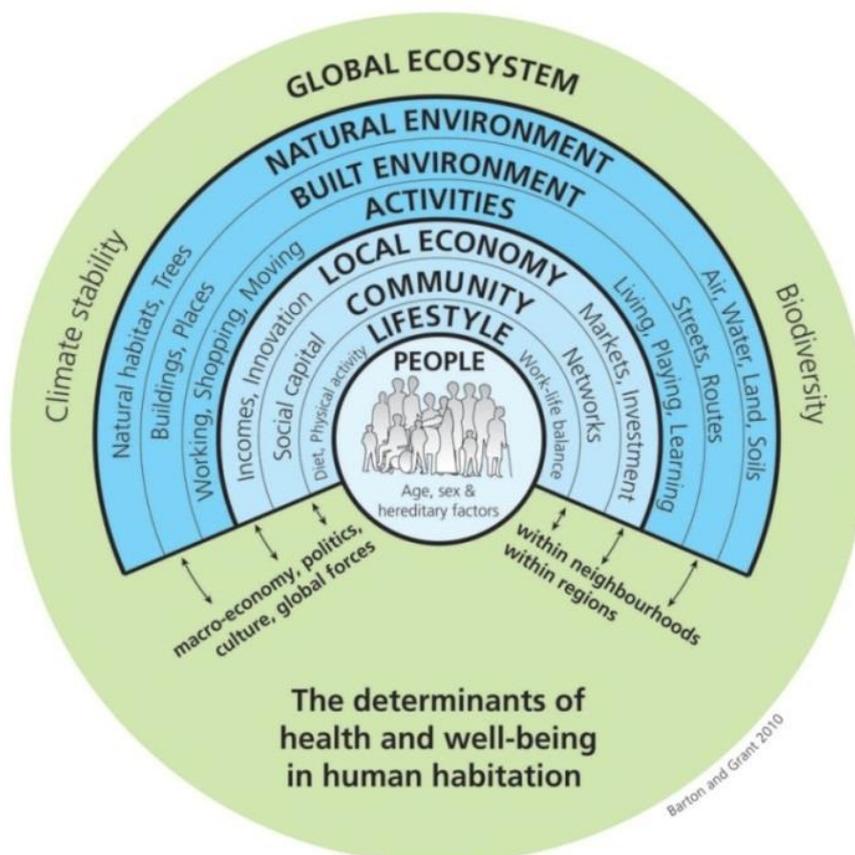
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<sup>1</sup> Public Health Advisory Committee. 2004. *The Health of People and Communities. A Way Forward: Public Policy and the Economic Determinants of Health*. Public Health Advisory Committee: Wellington.

<sup>2</sup> Barton, H and Grant, M. (2006) A health map for the local human habitat. *The Journal of the Royal Society for the Promotion of Health* 126 (6), pp 252-253. <http://www.bne.uwe.ac.uk/who/healthmap/default.asp>

<sup>3</sup> Institute for Health Metrics and Evaluation. 2018. <http://www.healthdata.org/new-zealand>

involve organisations and groups beyond the health sector, such as local government if they are to have a reasonable impact<sup>4</sup>.



## General Comments

7. The CDHB is generally supportive of changes to the Ilam/Middleton/ Riccarton Road intersection which, as crash statistics confirm, is currently not a safe road design for people who drive, walk, cycle or bus.
8. It is acknowledged that this area is extremely busy, due to a number of key activity centres being located in close proximity and space for various travel choices is at a premium.
9. Riccarton Road experiences a high rate of vehicle congestion during peak periods, which impacts upon crash risk, physical health and environmental outcomes. Exposure to emissions and associated risks to respiratory health are greatest for car drivers when sitting in congestion<sup>5</sup>, and congestion causes unnecessary vehicle

<sup>4</sup> McGinnis JM, Williams-Russo P, Knickman JR. 2002. The case for more active policy attention to health promotion. *Health Affairs*, 21(2): 78 - 93.

<sup>5</sup>Apparicio,P., Gelb, J., Carrier, M., Mathieu, M-E. & Kingham, S. 2018. Exposure to noise and air pollution by mode  
Page 3 of 6

emissions which impact negatively upon achieving urgent goals to mitigate climate change and other adverse environmental effects. The CDHB encourages Council to take this opportunity to reconfigure preferred transport choice down Riccarton Road from private vehicle use to modes which promote better health and environmental outcomes. Prioritising bus and pedestrian movement down Riccarton Road via dedicated bus lanes and footpaths would promote these ways to travel as the easiest, most convenient and healthiest option.

10. The CDHB has a number of specific recommendations for consideration which would further improve health outcomes for the community.

### **Specific comments**

11. The CDHB recommends that traffic continues to be strictly controlled via right turning arrows from Riccarton Road into Ilam, Clyde and Waimairi Roads. Red light cameras may also need to be considered at these intersection to ensure compliance. This combination will reduce crash risk, particularly for vehicles and cycles travelling straight through on Riccarton Road. Additionally, it is likely to ensure traffic flows better through these intersections, provided the duration of the turning arrows are sufficient, relieving potential build-up of traffic waiting to turn right.

12. The CDHB recommends that a full-time bus lane is considered down the length of Riccarton Road. Adequate lane space to implement this would of course be a factor, and trade-offs such as removal of all on-street parking and removal of verges (while ensuring that footpaths remain optimum width for accessibility) would need to be factored into such a consideration. However the benefits would be ensuring that maximum efficiency is achieved for buses on one of the busiest public transport routes in and out of the city. Riccarton Road should be prioritised as a public transport and pedestrian corridor, and traffic re-directed to other routes such as Blenheim Road where possible. Such a lane could also be used as a high-occupancy vehicle lane in the future.

13. The CDHB recommends that bus and cycle priority lights are used down Riccarton Road. This will enable buses and cycles to safely navigate these busy intersections given they will be travelling in close proximity to cars. An example of an existing

intersection which works well in this respect is Colombo Street at the Moorhouse Ave underpass. Prioritising the movements of buses and cycles also provides incentive for people to use public or active transport by assisting these modes to achieve efficiency closer to private vehicle use. A change in travel behaviour from private vehicles to active or public transport carries a number of benefits for physical health, mental health and environmental outcomes<sup>6</sup>.

14. It is difficult to establish from the concept designs provided the width of the footpath alongside streets. It appears that grass verges have been added in sections, of which the CDHB is generally supportive, however not at the expense of a flat footpath of adequate width. Riccarton Road in particular requires footpaths which achieve minimum width (1.2m), however ideally would achieve best practice of 1.5m given that space on footpaths is now shared between people who walk, people who use mobility aids and e-scooters. Safety is paramount for pedestrians given that many people will be travelling by foot to access businesses and other amenities in the area.
15. The CDHB supports turning restrictions as indicated in the concept designs as these will reduce the chance of crashes, particularly at Riccarton/Ilam/ Middleton Road where the 'S-bend' of this intersection makes visibility for turning traffic very poor without such turning restrictions.

## **Conclusion**

16. The CDHB does not wish to be heard in support of this submission.

## **Person making the submission**

A handwritten signature in black ink, appearing to read 'A. Stevenson', is written over a light blue rectangular background.

Dr Anna Stevenson  
Public Health Specialist

Date: 4/03/2019

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<sup>6</sup> Husnain, B. et al. 2018. *What If We Can Design Transit to Improve Our Health*. WSP: Canada. Accessed from: <https://www.wsp.com/en-CA/insights/ca-what-if-we-can-design-transit-to-improve-our-health>

**Contact details**

Bronwyn Larsen

For and on behalf of

Community and Public Health

C/- Canterbury District Health Board

PO Box 1475

Christchurch 8140

P +64 3 364 1777

Bronwyn.Larsen@cdhb.health.nz

Name\* Ayumi Karino

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

**Please note:**

We require your contact details as part of your submission – it also means we can keep you updated throughout the project.

Your submission, name and address are given to decision-makers (Community Board/Committee/Council) to help them make their decision. Submissions, with names only, go online when the decision meeting agenda is available on our website.

If requested, submissions, names and contact details are made available to the public, as required by the Local Government Official Information and Meetings Act 1987.

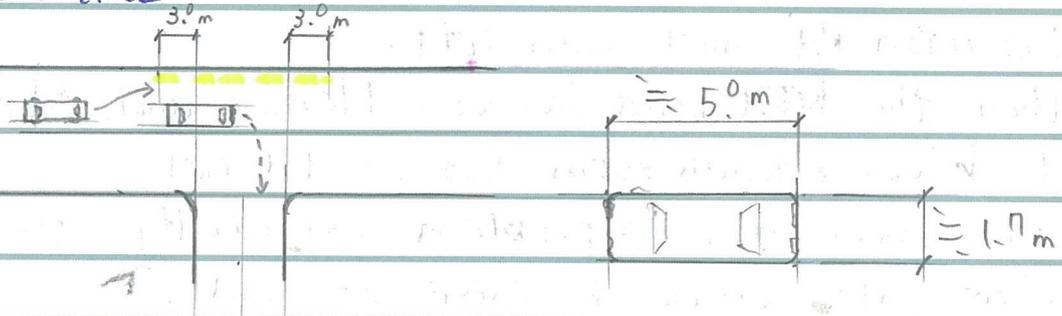
If there are good reasons why your details and/or submission should be kept confidential, please contact our Engagement Manager on (03) 941 8999 or 0800 800 169 (Banks Peninsula).

**Please fold with the reply paid portion on the outside, seal and return by 11 March 2019**

fold staple or tape here

Please give us any other feedback you would like us to consider

About T junction, I think there ~~is~~ should be yellow dashed line



So that a car turning right will not be blocking cars behind going straight.

thank you very much.  
Regards Ayumi

fold

FREEPOST Authority No.178

6 MAR 16

NZPS

Free



tape here

Attention: Philippa Upton  
Ilam Road / Middleton Road / Riccarton Road intersection  
Engagement Team  
Public Information and Participation Unit  
Christchurch City Council  
PO Box 73016  
Christchurch 8154

# Have your say

Make sure your feedback gets to us before 11 March 2019

Save time and do it online [ccc.govt.nz/haveyoursay](http://ccc.govt.nz/haveyoursay)

Comments

I can see some benefits for pedestrians, but where are the benefits for drivers from Middleton Rd to Ilam Rd or to Riccarton Rd towards the city centre?

Your plan shows that every car from Middleton Rd to Riccarton Rd must turn left.

Then the ~~road~~ road between Hanson and Middleton need to have enough room but it did not.

Even now it is a problem especially after school. Accidents occur because of that.

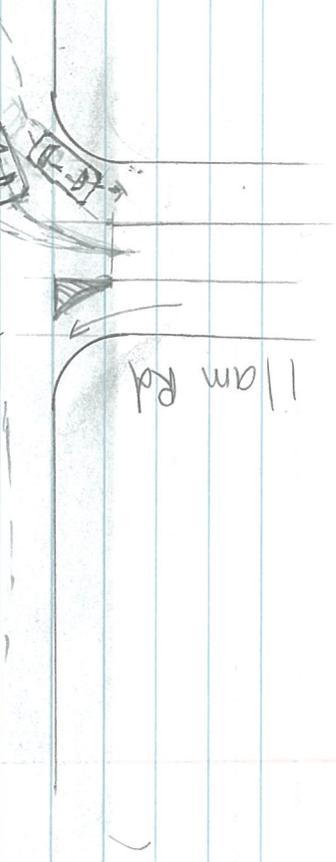
Also there are Pedestrian / cycle shared Path in your plan but I cannot see the benefit of this. Where is the asset of this fading path?

For the intersection, we need the centre line on Riccarton Rd to show where to wait for turning right like usual intersection.

It is simple and much cheaper.

Riccarton Rd

Ilam Rd



## **Ilam Rd Middleton Rd cnr**

10 Mar 2019

10:40 AM

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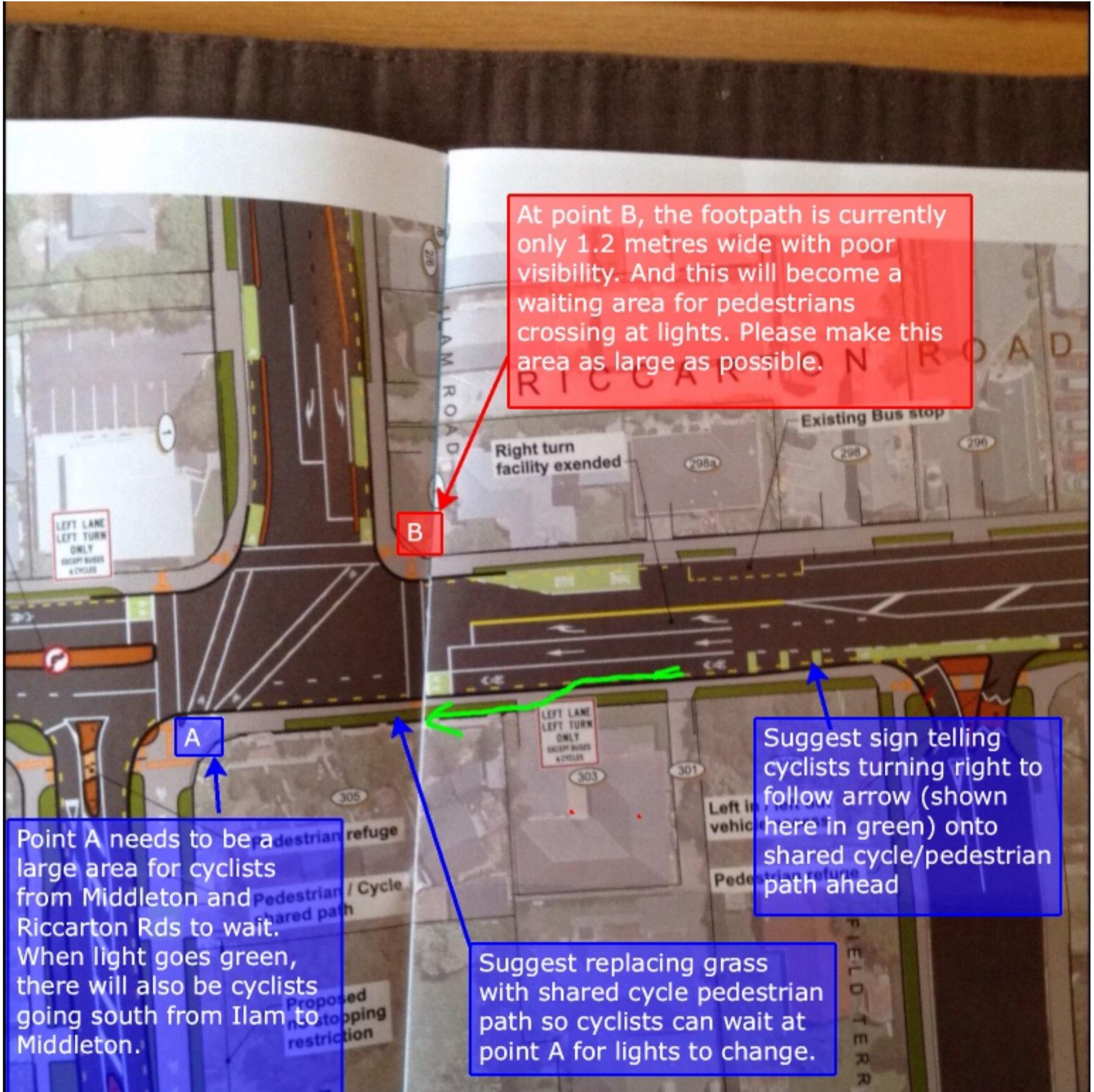
Untitled

1 of 5

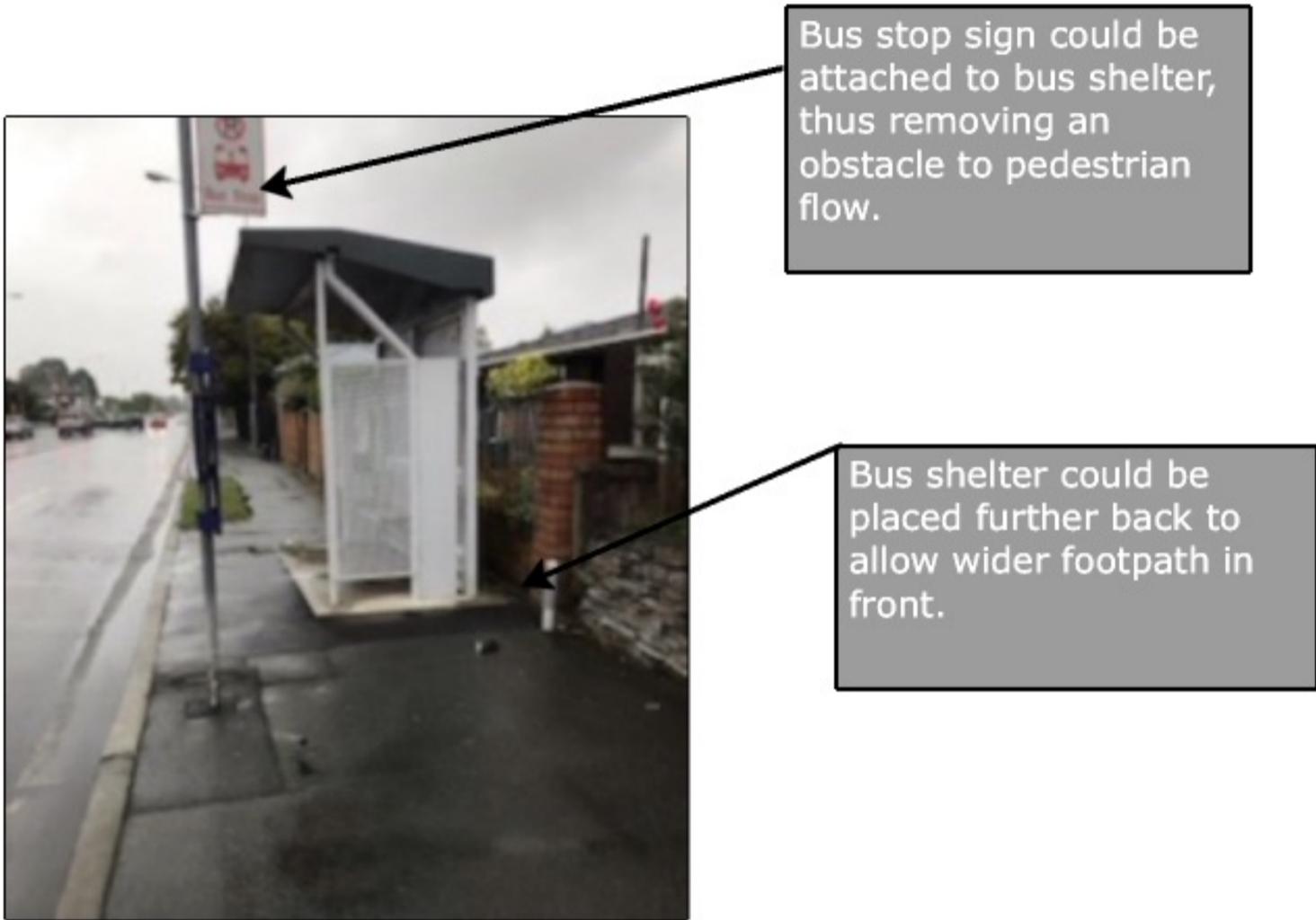
**A:** Ilam Rd Middleton Rd intersection

**B:** Cyclist turning right from Ricc Rd to Ilam

This submission considers a cyclist going west on Riccarton Rd turning right on to Ilam Rd towards the university. It also discusses placement of street furniture.



At point A, there are currently 2 lampposts, 2 traffic light poles, and a control box. These reduce the area for cyclists. Any grass areas at pressure points will also increase the congestion.



Street furniture needs to be placed carefully for pedestrian/cycle flow. This page and the following ones show current examples near the intersection where street furniture is poorly placed.



Cable box could be placed further back.



This one is a reminder to make sure all street furniture and hedges leave as much width for the footpath as possible.

There are several rest home care places near here and visitors take residents for walks in wheelchairs. Scooters now are use the footpath and there are lots of pedestrians on Riccarton Rd both at night and in the day. Keep the footpaths as wide as possible.

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## **Ilam Rd Middleton Rd cnr**

10 Mar 2019

10:40 AM

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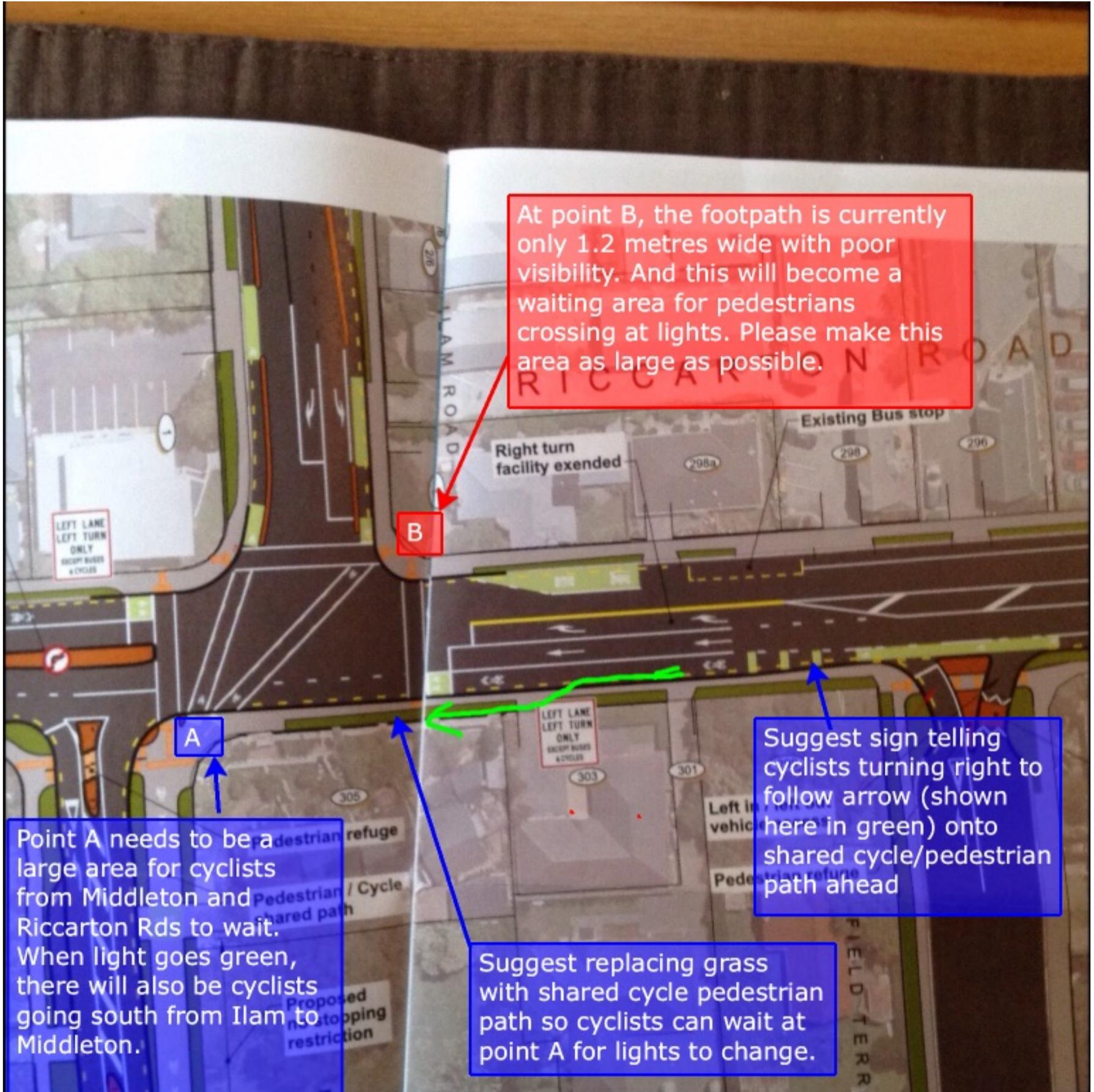
Untitled

1 of 5

**A:** Ilam Rd Middleton Rd intersection

**B:** Cyclist turning right from Ricc Rd to Ilam

This submission considers a cyclist going west on Riccarton Rd turning right on to Ilam Rd towards the university. It also discusses placement of street furniture.



At point A, there are currently 2 lampposts, 2 traffic light poles, and a control box. These reduce the area for cyclists. Any grass areas at pressure points will also increase the congestion.



Bus stop sign could be attached to bus shelter, thus removing an obstacle to pedestrian flow.

Bus shelter could be placed further back to allow wider footpath in front.

Street furniture needs to be placed carefully for pedestrian/cycle flow. This page and the following ones show current examples near the intersection where street furniture is poorly placed.



Cable box could be placed further back.



This one is a reminder to make sure all street furniture and hedges leave as much width for the footpath as possible.

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