

Waihoru Spreydon-Cashmere-Heathcote Community Board MINUTES ATTACHMENTS

Date: Thursday 13 April 2023
Time: 4 pm
Venue: Boardroom, Beckenham Service Centre,
66 Colombo Street, Beckenham

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KITEROA PLACE (LEADING TO TARATA RISE AND HALCYON WAY)

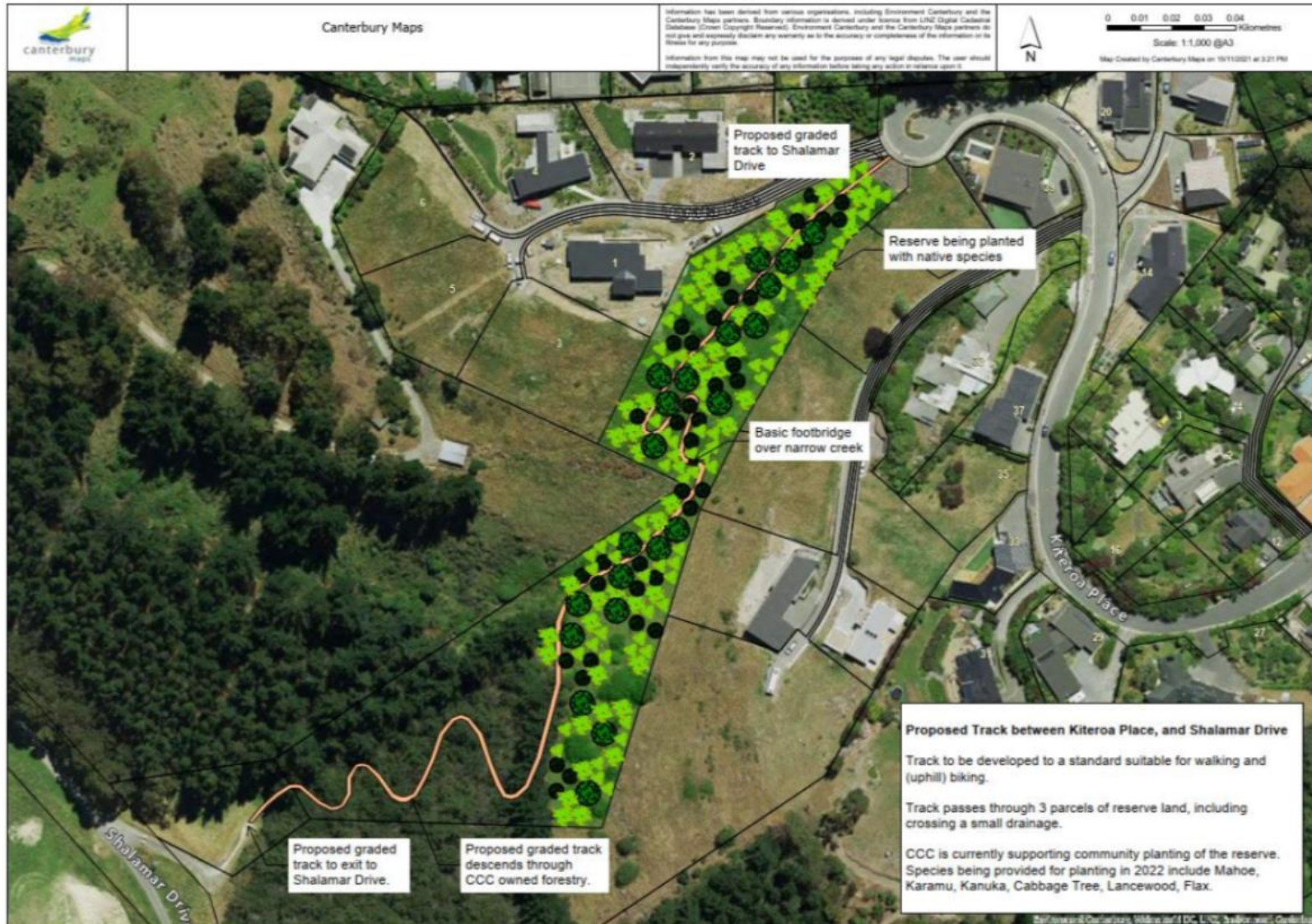
- Kiteroa Place is a quite no-exit lane running off Dyers Pass Road in the upper section of Cashmere. It is very steep and narrow with no centre line and was recently extended to include a new subdivision.
- As there is no throughfare, the residents enjoy a quiet, private and secure environment.
- Tarata reserve is a section of council land on a steep incline over-looked by a number of the houses.
- The council has granted approval for a track to be built through the reserve linking Kiteroa to Shalamar Drive below.
- None of the residents of Kiteroa Place, Tarata Rise or Halcyon Way were consulted regarding the decision to allow the track to be established. This is despite the track having a massive impact on the privacy of the adjacent properties.
- Although the track is proposed as a walking track, it is clear to us that it will attract mountain bikers looking for a shortcut to the Adventure Park and Worsley's Valley. If a track can be walked, it can be biked regardless of signage or intent.
- We fear that an increase in walkers, runners and bikers travelling up and down our street will see an irreversible negative impact on the security and privacy we all enjoy and will lead to safety risks which have not been considered or mitigated.
- Most residents back out of their driveways, with little visibility. Having mountain bikers tearing down around the blind corners could easily lead to an accident.
- We call for the council to run a consultation with the affected residents and reconsider the necessity for the reserve to include a track



Steep Blind Corner – bikers travel down here extremely fast

Teenagers biking around the blind corner on the wrong side of the road





Pre Track – as purchased



Track Zig Zag from master bedroom



Track Zig Zag from outdoor living

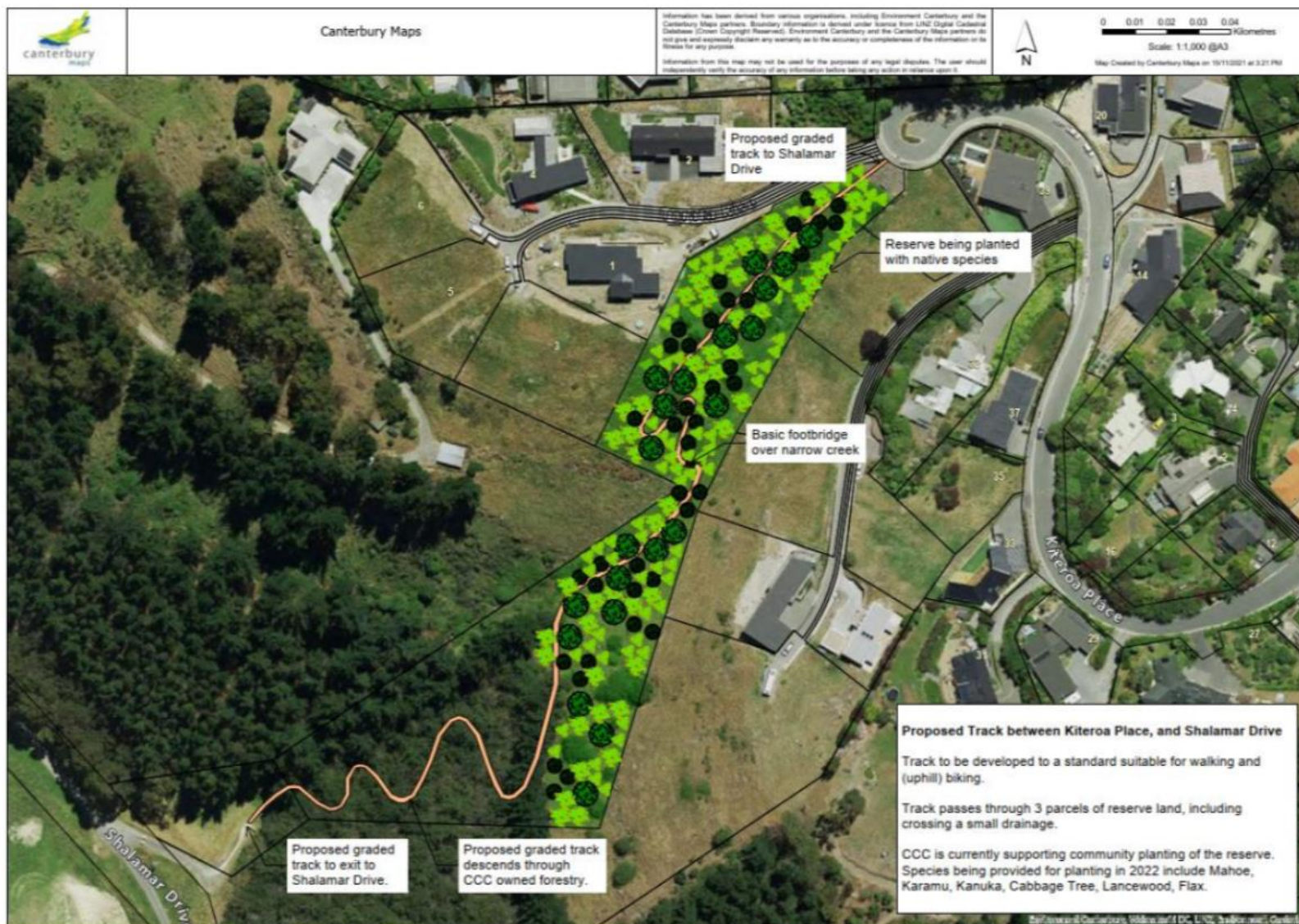


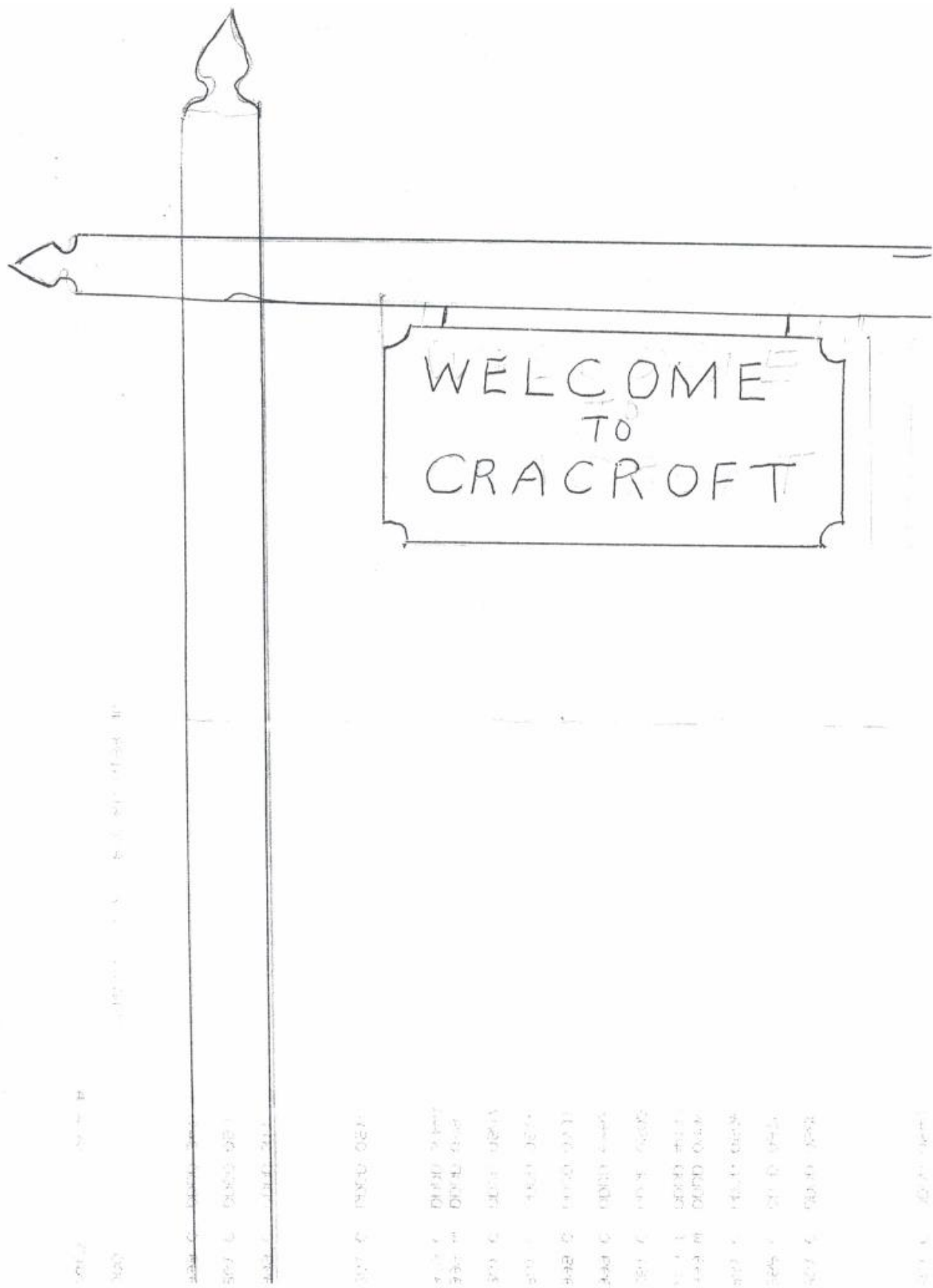
Our house – from zig on the track



Our house – from zag on the track







THE PRESS

Large speed bumps advised for roundabout

8 Apr 2023 Steven Walton

Controversial enlarged speed bumps are being recommended for a Christchurch roundabout to speed up crossing with cyclists.

Christchurch City Council staff are recommending a raft of safety tweaks for the roundabout at the bottom of the Port Hills, which connects Dyers Pass Rd, Colombo St, Cashmere Rd and Centaurus Rd.

The Spreydon-Cashmere-Heathcote Community Board

Otago Daily Times

Dunedin 15 | 12 Wednesday, 12 April 2023 Send us news & photos

News Sport Life & Style Entertainment Business Regions F

Monday, 28 November 2022

Dangerous intersection to get major safety makeover

By [unclear]
Canterbury > Christchurch



Colombo / Centaurus / Dyers Pass / Cashmere Safety Improvements

13th April 2023 – Shane Binder deputation to Waihoru Spreydon-Cashmere-Heathcote C.B.

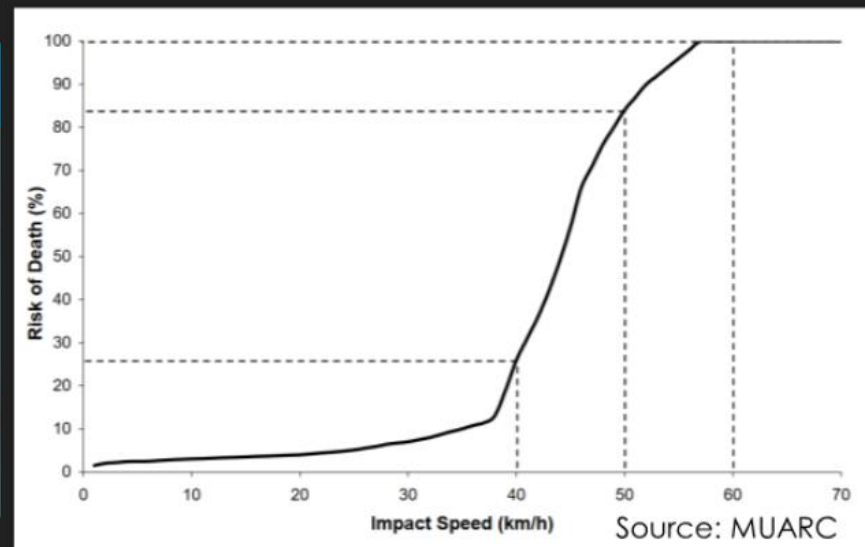
Dyers Pass Rd – weekday 15-min volumes



CCC intersection crash history, 2012-2021

Intersection	Total Crashes	DSI Crashes	Ped/Cyclist Crashes
Colombo / Dyers Pass	27	10	14
Cashmere / Barrington / Purau	13	0	3
Kerrs / Woodham	17	1	5
Grahams / Waimairi	14	1	4
Sawyers Arms / Highsted	17	2	3
Lyttelton / Frankleigh / Sparks	17	2	4
Sparks / Hoon Hay	17	3	9
Strickland / Milton	17	0	2
Ilam / Maidstone / Creyke	11	0	2
Avonside / Stanmore	28	1	3

Safe speeds



Existing speeds

Approach	Speeds > 50 km/h		Speeds > 60 km/h	
	Avg Daily Percent	Avg Daily Volume	Avg Daily Percent	Avg Daily Volume
Cashmere Rd (west)	5.6%	430	0.3%	24
Centaurus Rd (east)	14.2%	869	0.2%	14
Dyers Pass Rd (south)	40.9%	1,588	4.5%	174

Mixing traffic

Waikato Times
9 Mar 2022

Roundabout markings contributed to fatal crash

Incidents
Rachel Moore rachel.moore@stuff.co.nz

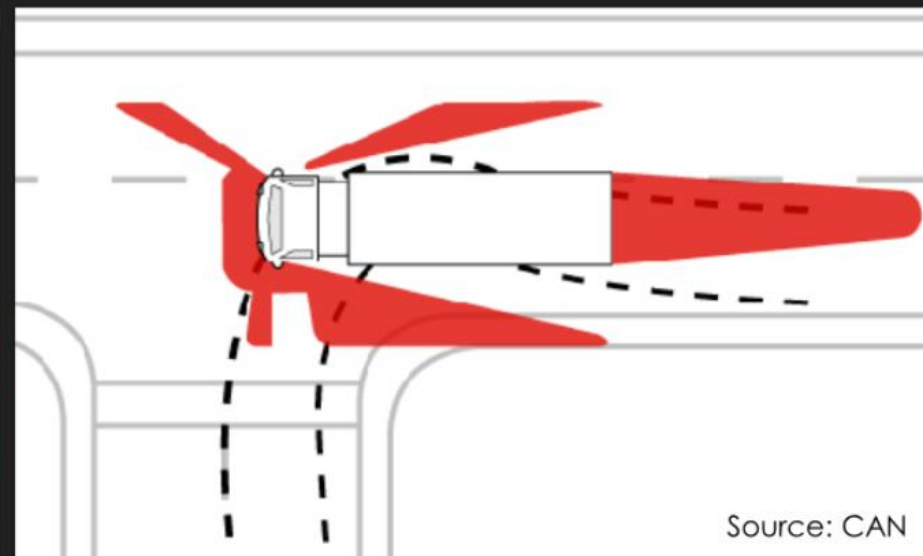
Road markings at a Hamilton roundabout where a cyclist was fatally hit by a truck were not "fit for purpose", according to the coroner.

Mike Leach, 67, was struck and killed while cycling through a roundabout on Hamilton's Te Rapa Rd on April 5 in 2017.

The road was resurfaced two weeks prior to the crash and a



The road markings as they appeared in 2015 at the intersection of Te Rapa Rd and Sunshine Ave in Hamilton.



Minor design tweaks

- Future-proof ducting for traffic signals
- Advanced treatments on Dyers Pass Rd to cue downhill driver attention ahead of roundabout
 - Transverse pavement markings
 - Audio-tactile or hotmix “rumble strips”
- Speed monitoring on Remuera Ave and Thorrington Rd – before and after surveys

Governors Bay Community Association Submission on the Proposed Cashmere, Centaurus, Colombo, Dyers Pass Roundabout Safety Improvements

Governors Bay Community Association (GBCA) represents the community of Governors Bay and immediate surrounds. The GBCA works with the local community board to consider any proposal that may impact on the residents of the Governors Bay area.

- Review of Council Data
- Comments on Traffic from the Harbour Area
- Review of Council Proposal
 - Topography
 - Traffic Movements
 - Pedestrian Access
 - Displaced Traffic
 - Already Tried – and failed
- Suggested Process
- Conclusion

CCC Comment

- Out of a total of 426 submissions, 197 did not indicate whether they supported the changes, 86 were in favour, and 143 were against. (Stuff 7/4/23)
- Council staffthe recommended tweaks would only cost \$450,000. (Stuff 7/4/23)
- In the last 10 years there have been 27 crashes at the intersection, including 10 serious injury crashes. All serious injury crashes involved a person travelling on two wheels be it either a motorcycle (4 of the 10) or a bicycle (6 of the 10).
- This approach supports Road to Zero, New Zealand's national road safety strategy where no one is killed or seriously injured in road crashes.

Actual Fact

- Out of a total of 426 submissions, 315 did not support the proposal, 88 for the proposal and the balance unable to be determined

75% against the proposal

- Recent personal experience in construction of an intersection in the near vicinity – road traffic management alone was approx. \$150k
- No detailed cost data actually provided because no sensible design has been prepared
- Current serious injury rate associated with cyclist is **0.001%** based on the reported peak time usage of (65 + 90) cyclists / day x 365 x 10 years = 565,750 cyclists
- Current serious injury rate is **0.000058%** based on the reported peak time usage of (65 + 90) cyclists + (2200+2400) cars / day x 365 x 10 years = 17,355,750 vehicle movements. The chance of having ANY accident is **0.00015%**
- No detailed traffic flow data provided
- To put this into perspective for a moment, let's think about the number of stars in the night sky. Did you know that there are only 4,548 stars visible to the naked eye in the southern hemisphere? Your odds of winning first division (1 in 383,838 / 0.00026%) with a \$7 ticket are the same as picking just one correct star in the night sky, sometime over the next 84 nights.
- You have a greater chance at winning first division Lotto than having a serious accident at this intersection



Tail back - 6 December 2022
4:55pm

Traffic from the Harbour Area

- The Harbour Area includes the statistical area of Governors Bay, Teddington and Diamond Harbour. This is a population of approximately 2700
- Residents from the harbour area are not serviced with public transport to the major populations hubs (Governors Bay, Charteris Bay, Diamond Harbour) and as a result are dependant on private motor vehicles for access to the City
- Dyers Pass Road is the quickest and shortest route into the city
- Traffic flows from the harbour area have been significantly disrupted due to the works on Dyers Pass Road. As a result of the management of the traffic control on Dyers Pass many residents commute via Lyttelton or Gebbies Pass. It is likely that, with the works complete, Dyers Pass will become the main commuter route for the residents in the Harbour Area.
- Due to the disruption of works on Dyers Pass Road, any traffic flow data collected in the past 3 years is likely to significantly under-represent future commuter traffic from the Harbour Area
- The roundabout currently has long queues at capacity during peak times and weekends with tail backs of cars to Cracroft Terrace to the south (approx. 450m) and past Thorrington Road to the north (approx. 400m)

The residents of the Harbour Area have NO alternative other than the use of Private Motor vehicles

Roundabout topography

Design sketch from CCC indicating flat topography

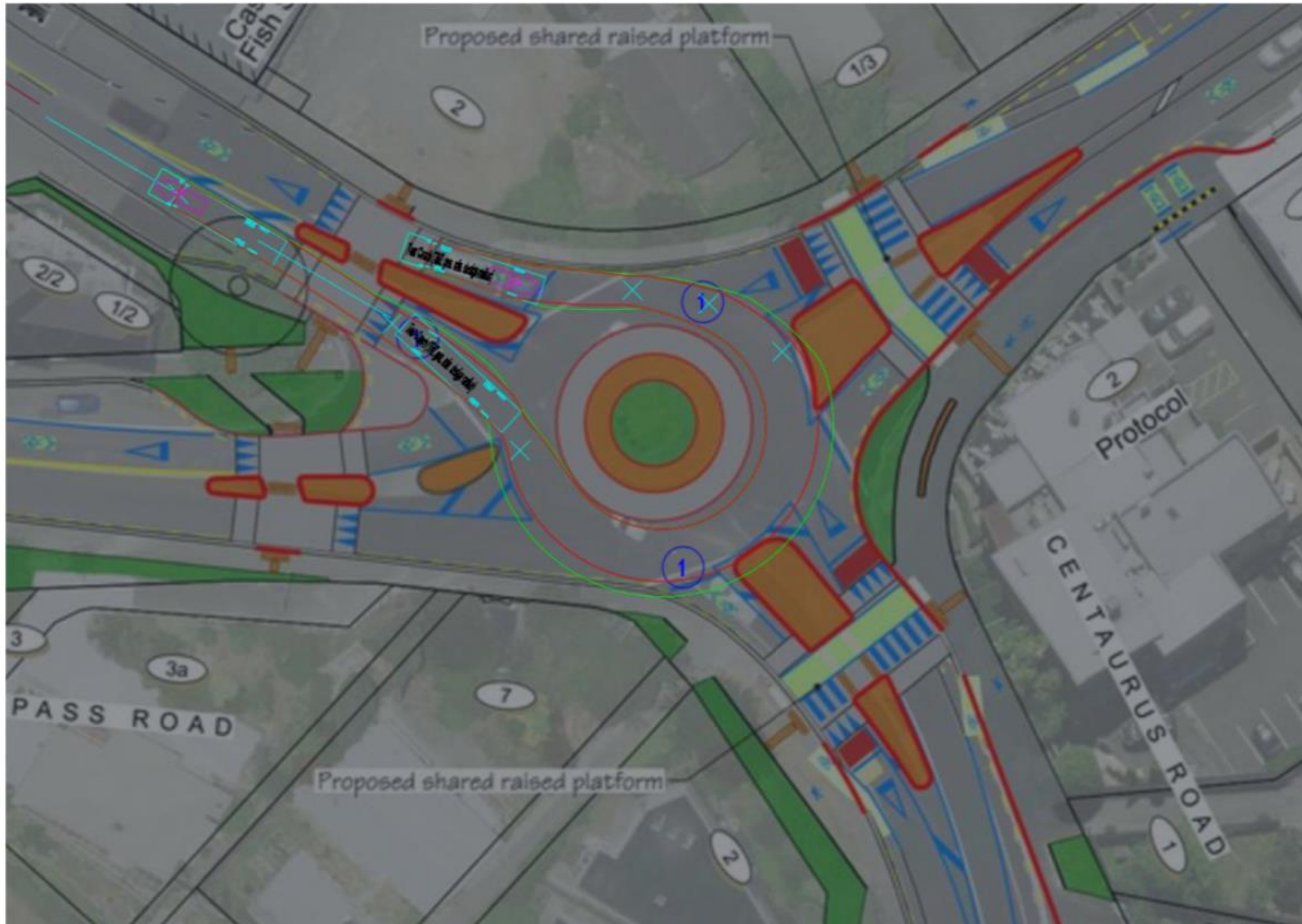


Aerial from Google Maps indicating steep grade of Dyers Pass Road onto roundabout (and that the roundabout itself is not flat)



Issue 1: The new roundabout design does not take the topography into account

- The diagrams provided by the Council appear to neglect the impact of elevation on vehicle movements.
- With reference to the turn from Dyers Pass Road into Cashmere Road, the vertical alignment of Dyers Pass Road coupled with the acute angle of the intersection suggests that, as currently designed, this turn will not be easily negotiable by vehicles. [one of the submitters was a bus driver who expressed doubt if he could make it around]
- An area of mountable kerb on this corner is incorporated into the design, but this is a poor (and potentially unsafe) substitute for the existing slip road (especially for 2-wheeled vehicles).
- The design as presented requires buses and large rigid trucks to achieve the 'perfect' alignment to navigate the proposal. This is not realistic and not good practice.
- **GBCA asks that the Council provide detailed engineering design to prove proof of concept**

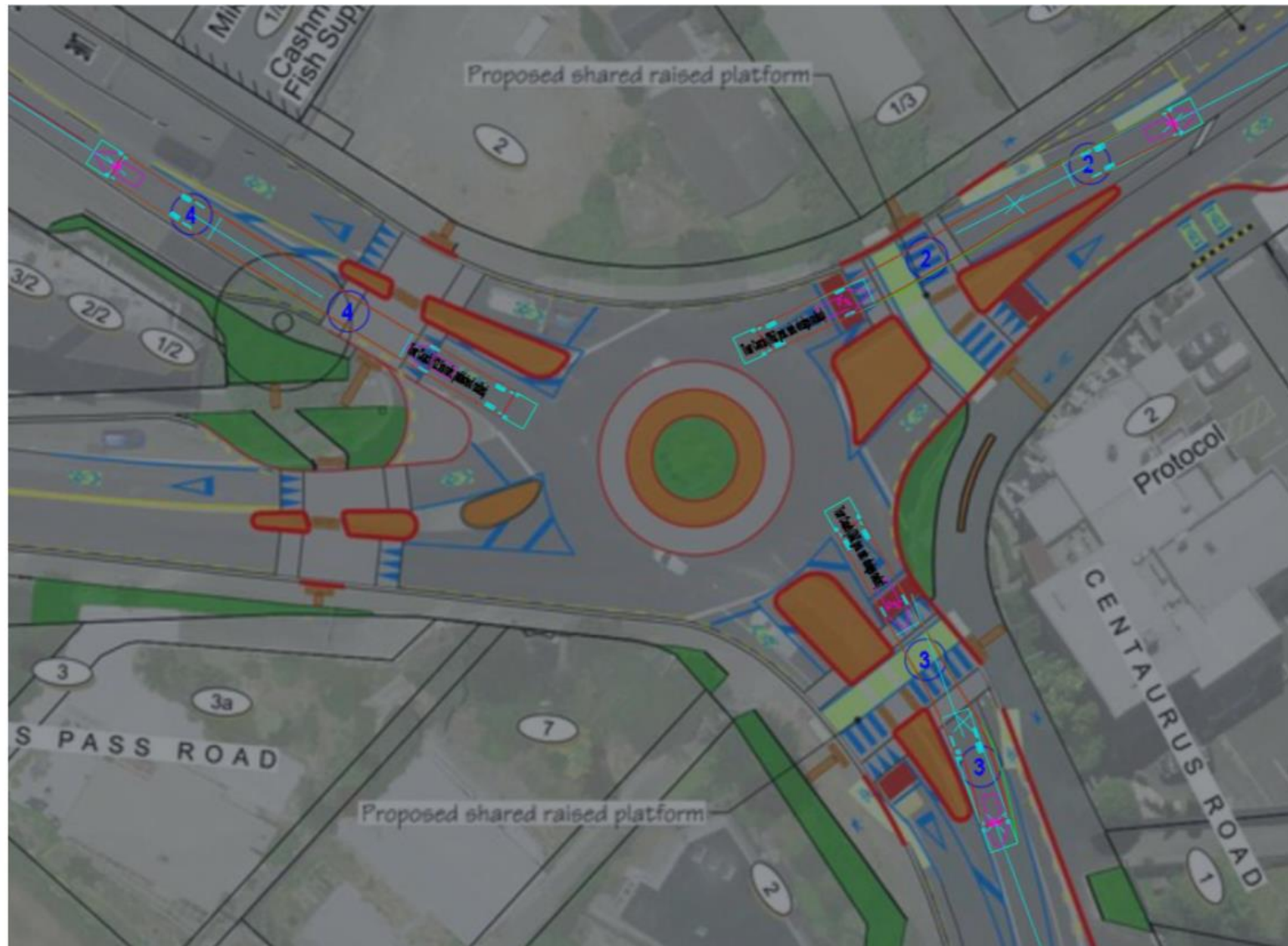


Issue 2: Removal of informal left turn lane in Colombo St and slip lane in Dyers Pass Road

- At peak times there is an almost continuous flow of vehicles from Centaurus to Cashmere Roads and vice versa. Traffic queues at Colombo Street and Dyers Pass Road and waits for a gap in the traffic flow. When a gap occurs, a separate left turn lane allows 2 vehicles to exit onto the roundabout at the same time.
- The left turn from Dyers Pass Road to Cashmere Road is currently via a steep sharp bend that is able to be used when the roundabout is not. This route is the easiest route to Barrington Shopping Centre (the closest for the harbour area) as it avoids the need to turn right at Hackthorne Road.
- **GBCA asks that the existing left turn slip road from Dyers Pass Road into Cashmere Road is retained.**
- Whilst there is no lane marking on the road, regular users 'form' a left turn lane from Colombo Street into Centaurus Road. This partially alleviates the congestion on Colombo Street.
- **GBCA asks that a left turn lane on Colombo Street is added into the design. This turn lane does not need to be long – 3 vehicle lengths should be sufficient.**

Issue 3: Location of Pedestrian Crossings and Ramps

- The pedestrian crossing on Colombo Street is approx. 80m from an existing pedestrian refuge and 150m from a traffic light controlled pedestrian crossing. With cars exiting Dyers Pass Road downhill and cars turning left from Cashmere Road, if a free exit from the roundabout cannot be achieved then vehicle accidents will increase. The existing crossing at Thorrington School currently causes tailbacks to the roundabout causing the roundabout to 'stall', which has caused nose to tail accidents. Adding an additional crossing point (to the 2 existing) will compound this issue.
- Buses and trucks stopping for pedestrians will block the roundabout.
- The pedestrian ramp on Dyers Pass Road appears to ignore the gradient of the road. The location is where vehicles will be accelerating from the roundabout to go up hill. The need to stop for pedestrians at this time is likely to cause an increase in vehicle accidents. There will be an increased maintenance requirement due to hill starting of vehicles.
- The pedestrian ramp on Cashmere Road is unsighted from Dyers Pass Road and in the sweep path of turning vehicles (who are looking right to give way). The GBCA considers that this pedestrian ramp is in an unsafe location.
- GBCA asks that the location of pedestrian crossings and ramps (other than the pedestrian crossing on Centaurus Road) be re-evaluated.



Issue 4: Displaced Traffic

- Currently some traffic uses Merlewood Ave and Remuera Ave to avoid the roundabout in peak times. Increasing the congestion (as the current proposal will), Will increase the use of these roads as by-passes
- GBCA asks that the roundabout be improved to provide slips lanes to increase the effectiveness of the intersection, NOT reduce its capacity.

Issue 5: Already Been Done Before - failed

- Similar treatment to a roundabout was completed in Motueka in approx. 2021. 1 year later it was amended
- "We have been monitoring the roundabout since it was built. We have identified that relocating the pedestrian crossings 12-20 metres away from the roundabout will ensure people using the crossings are more visible to people in vehicles" [Waka Kotahi NZ Transport Agency 16/9/22]
- GBCA asks that the roundabout design be completed and complete a safety audit as a proof of concept prior to approval by the Board

Summary

- Council base data is lacking in detail and fails to meet their statements
- This is the main route into the city for a sizable population that has no alternative other than the use of private motor vehicles
- The CCC proposal fails to take into account real life topography
- The CCC proposal will increase the road maintenance requirements due to heavy vehicles hill starting
- The CCC proposal fails to allow for anything other than a 'perfect' drive to navigate
- The CCC proposal will increase congestion by limiting the lanes available
- The CCC proposal's location of pedestrian crossings will cause the roundabout to block
- The CCC proposal has been tried before – and has not worked
- 75% of the submitters did not agree with the proposal

Suggestions

- Private developments have to go through a rigorous planning process with the Council before being approved.
- This involves detailed proof of concept. The CCC's approach of 'will be resolved in detailed engineering design' is not accepted by the Council engineers
- Detailed budgets are to be provided to the CCC prior to any works being approved to be carried out on their behalf
- GBCA considers that a similar process should be followed here where a detailed proof of concept and associated detailed budget be submitted before the Community Board prior to them having to make a decision.
- GBCA does not consider that the information provided by the CCC is sufficient to base any decision. Questions over the need, efficacy, execution, budget, safety etc have not been addressed

In Conclusion

- GBCA requests that the Waihoru Spreydon-Cashmere-Heathcote Community Board reject the proposed intersection changes and consideration be given to alternative changes.
- GBCA considers that traffic lights may provide a better solution to safety and pedestrian issues, while maintaining adequate traffic flows through the intersection.
- While a more satisfactory solution is being developed, painted road markings could be used to enhance traffic movement and safety at the roundabout, in a manner similar to what has been achieved at the Barrington Street, Cashmere Road roundabout.
- That before any proposal is accepted by the Community Board a detailed proof of concept and budget be presented for assessment.



Cashmere, Colombo, Dyers Pass Safety Improvements

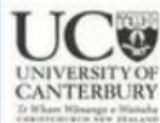
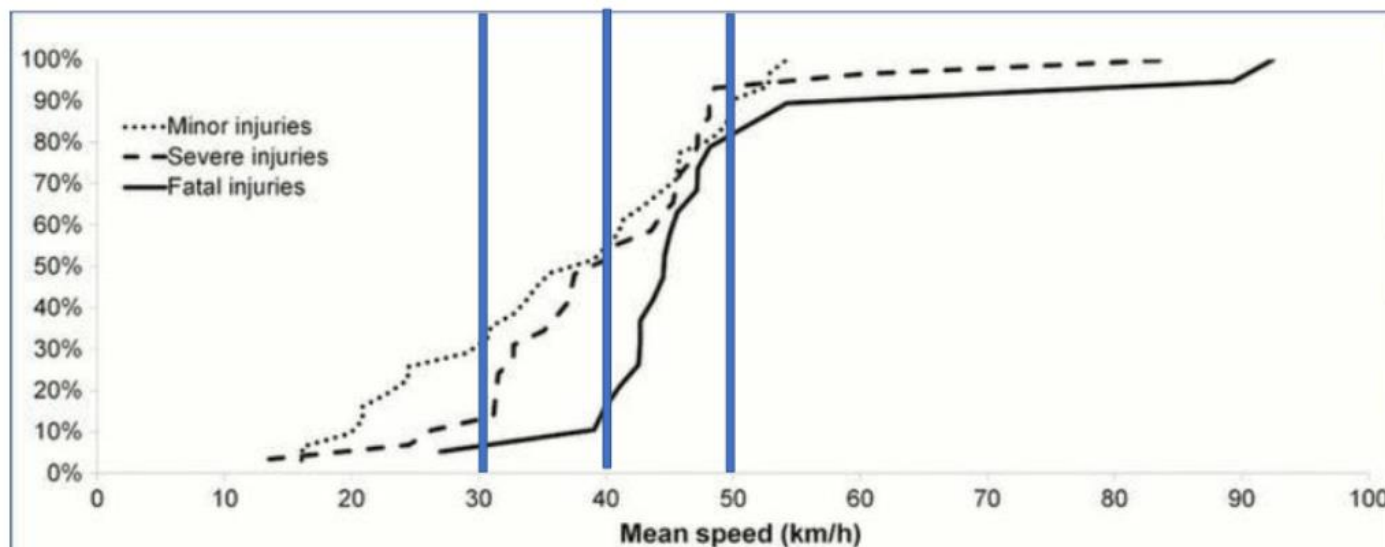
Spokes Canterbury

Anne Scott, Spokes Submissions Coordinator

Current Issues

- Cyclists and pedestrians need to safely use this busy intersection
- Many cyclists and pedestrians do not feel safe at this intersection
- Many vehicles are accelerating into and out of the roundabout (and not indicating) particularly at busy times
- The erratic speed and high volume of traffic makes the Colombo and Centaurus refuges hard to use.
- Dyers Pass Road and Cashmere Road are even more difficult for pedestrians or cyclists to cross

Why Reducing Speed is Important



<https://futuretransport.info/vision-zero/>

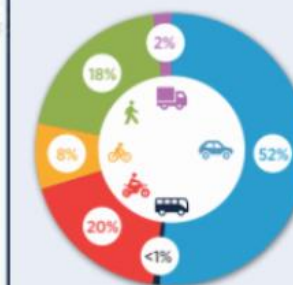


Prof. Simon Kingham, Sept 2022

Ways to travel

Nearly half of people who die or are seriously injured are either walking, cycling or riding a motorbike

Auckland DSI by mode of injured person (2014 - 2018)



Auckland Transport Report

Cyclists Using Roundabout

- Confident cyclists are taking the lane
- Drivers are impatient with cyclists travelling slower than themselves
- Less confident cyclists are using the pedestrian crossings





Pedestrians coming down the hill (Dyers Road) and crossing in the wrong place

Removing the slip lane and creating a clear place to for pedestrians and less confident cyclists to cross will make this intersection much safer

Current crossings



Spokes supports this significant improvement of the intersection

Lights are the best option however we support:

- The refuges and raised zebra crossings for pedestrians and cyclists
- The removal of vehicle slip lane on Dyers Pass Road
- Reducing the speed permanently on all four streets to 30km/h
- A cycle ramp in front of 2 Cashmere Rd to accommodate eastbound cyclists in the bus lane approaching the roundabout
- Training programme on how to use roundabouts for drivers and cyclists
- and Lowering the vegetation on the Dyers Pass Road approach (West)



Spokes Canterbury

Thank you for the opportunity to speak

Questions?

Thoughts from an old cyclist on the Dyers/Cashmere/Colombo Junction

Stephen Wood - April 2023



Type of Cyclists

- strong and fearless
- enthused and confident
- interested but concerned
- no way, no how.

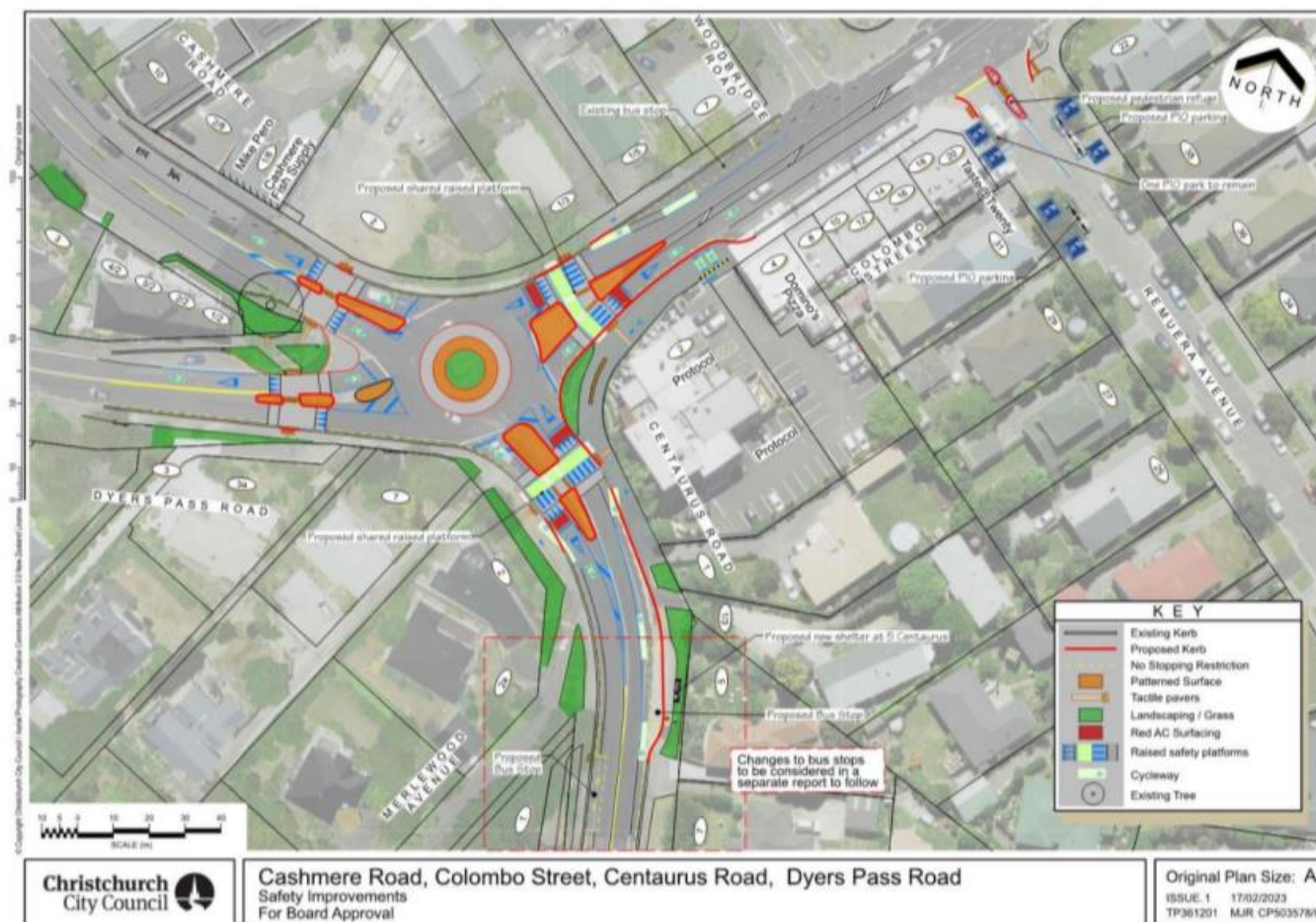
NZTA, Adapted from Geller (2009)




The proposed new look

Waihoru Spreydon-Cashmere-Heathcote Community Board
13 April 2023

Christchurch
City Council



What's good about the solution

- Traffic is calmed, slowed
 - Clearer, more defined crossing/merge points
 - Dyers -> Cashmere slip lane eliminated
 - Options for less confident cyclists
 - Better for pedestrians too
- 
- Education on use? – taking the lane, ride lines
 - Signage? – Cycles Merging? Sharrows?

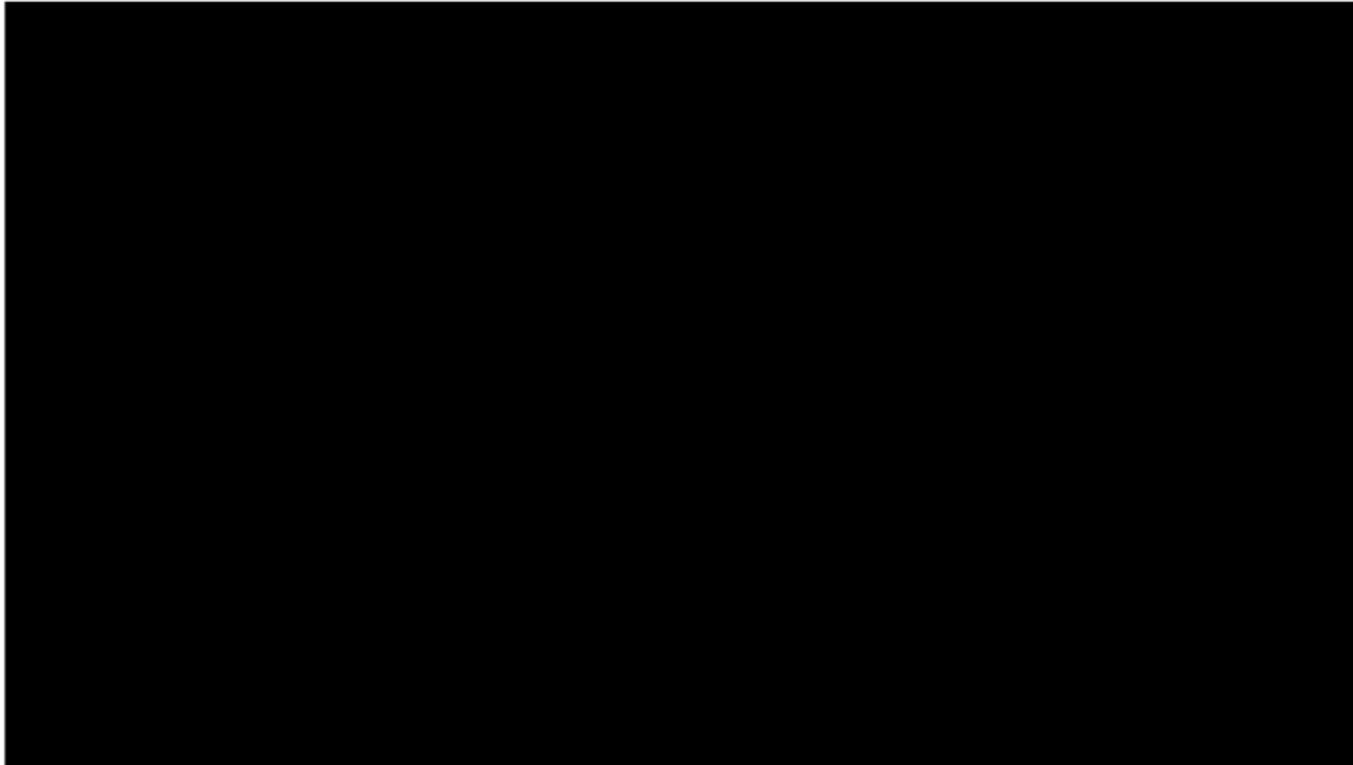
Cashmere/Colombo/ Centaurus/Dyers Pass

Safety Improvements

Gemma Dioni & Stephen Wright



Road to Zero



From Transport Accident Commission Victoria

Why we are proposing changes

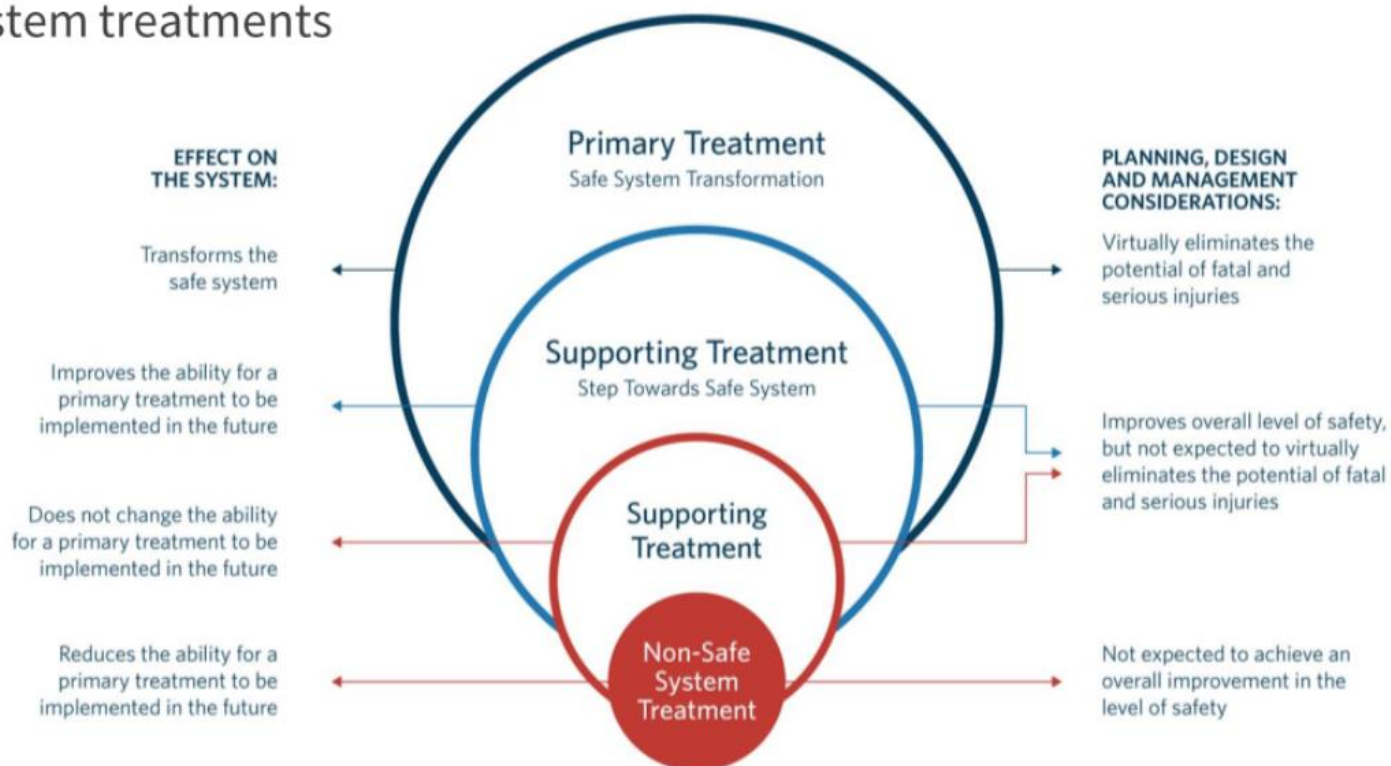
- We want people to get where they are going safely.
- It is a busy intersection used by many people travelling to school, work or across the community.
- There have been 27 crashes reported over a 10-year period (2012-2021). There have been:
 - 10 crashes resulting in serious injury,
 - six involved people riding a bicycle
 - four involved people riding a motorcycle/scooter.
- Pro-active approach to safety using low cost treatments that align with the safe system

Safe system principles



Safe system intervention hierarchy

Safe system treatments



Consultation details

- Consultation was held between 16 November 2022 and 14 December 2022
- 426 submissions
- Visited all businesses at the intersection and Thorrington Primary School

General response	Local	City-wide	Banks Peninsula	Total
Clearly support	29	53	4	86
Clearly oppose	55	59	29	143
No clear indication	78	71	48	197
TOTAL	162	183	81	426

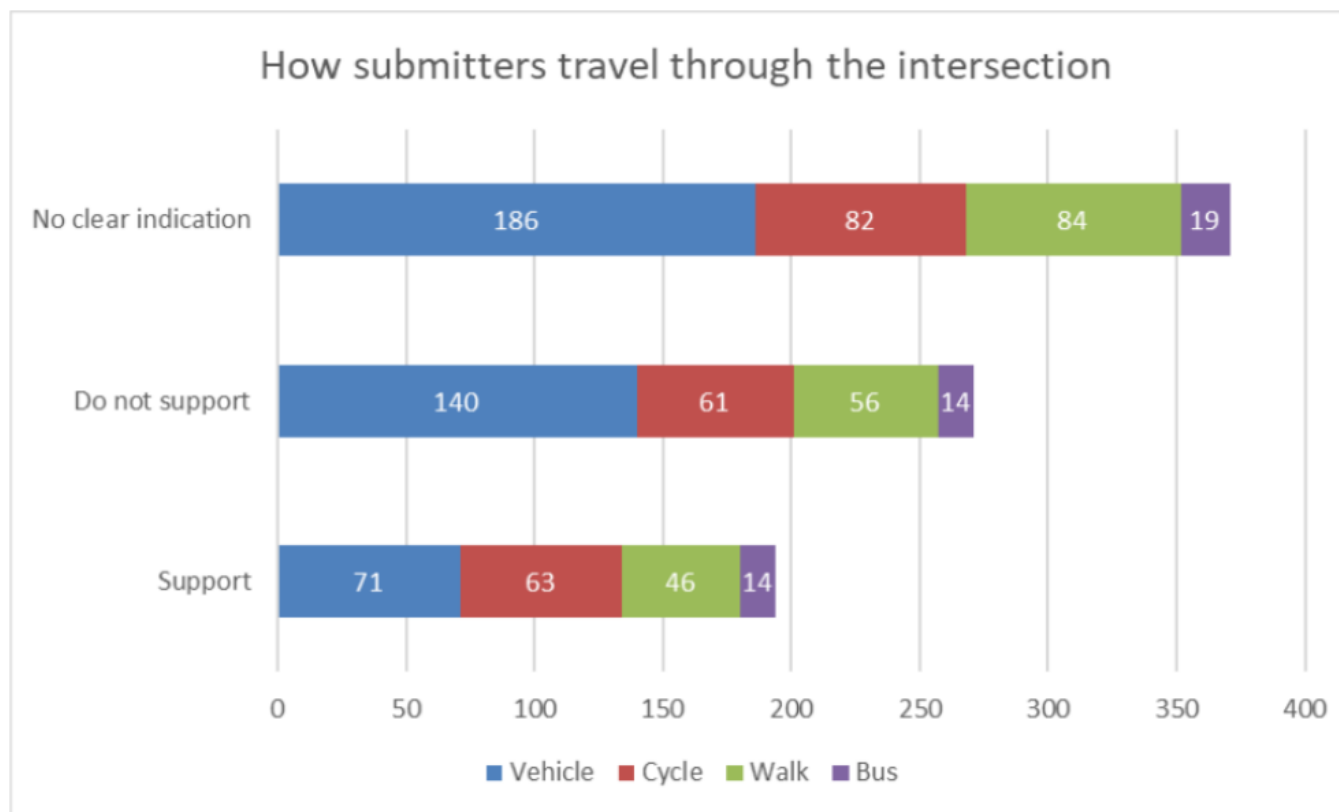
Consultation - feedback

- 86 submissions provided positive feedback
 - Increased safety for pedestrians, cyclists and drivers
 - Increased safety for the many school children who travel through this intersection

Concerns

- Solution is to install traffic signals (153 submissions)
- Concern the intersection would become more congested (117 submissions)
- Concern about the location of the pedestrian crossings (107 submissions)
- Dyers Pass Road approach (54 submissions)
- Narrowing of the lanes on all approaches (50 submissions)

Consultation – how submitters travel through the intersection



Consultation – where submitters live

