

Submissions received on Proposal for a new policy on Travis Road / Bower Avenue / Rookwood Avenue intersection safety improvements, February 2024

Organisations / Businesses

ID	How safe do you currently feel using the intersection?	How safe would you feel using the intersection with the changes?	Submitter feedback	Name - Organisation
12445	Somewhat safe	Somewhat safe	<p>You appear to be reducing the parking spaces outside the QE2 Shopping centre. You've also proposed to yellow line (remove parking) from opposite the shops (outside the doctors)</p> <p>This is to the detriment of the convenience of our customers and the centre as a whole. We have to endure very tough trading conditions and seeing what you have proposed to reduce our parking spaces is a kick in the guts.</p> <p>The whole of the QE2 Shopping Centre opposes the removal of the parking spaces opposite the centre and the reduction in parking space outside the centre. Couldnt you consider moving the bus stop currently outside 217 down to 219 Bower Avenue and then open that up to parking outside the shops?</p> <p>I also believe if you remove the parking spaces outside the doctors, you are going to cause alot of people undue stress and inconvenience. please don't do that!</p> <p>How can you possibly justify increased safety by reducing the amount of parking spaces outside the QE2 Shops?</p> <p>The centre relies heavily on these parking spaces.</p> <p>Removal of the parking outside the doctors is going to cause issues for the public and for the centre.</p> <p>Please do not remove the parking spaces!</p>	Jay Patel - QEII Shopping Centre
12483	Very unsafe	Somewhat safe	<p>I am a community worker writing this on behalf of Sustain South Brighton - a local community group. A number of our young people walk or bike from South Brighton to North Brighton and through the roundabout area to the Highschools. We have had feedback that this roundabout is unsafe for young people going to Shirley Boys and Avonside Girls. In addition, I have a daughter who goes to Avonside Highschool. I find the roundabout area very unsafe especially when I'm picking my daughter up from shcool as she has to cross it.</p> <p>Quote from some young people - "Make the islands bigger because they are too small when you are crossing after school and theres lots of people."</p> <p>Quote from a parent - "The safest way to travel to the highschools is on the bus, then the kids dont have to navigate the roundabout and roads on foot or on their bikes."</p>	Sarah McKay - Sustain South Brighton
13053	Neutral	Neutral	Please see attachment	Alanah Allison - Environment Canterbury
13059	Somewhat unsafe	Neutral	Submitting as Secretary of the UC Climate Action Club (submission attached)	Joseph Fullerton – UC Climate Action Club
13071	Very unsafe	Neutral	<p>Feedback re Travis / Bower / Rookwood intersection safety improvements</p> <p>Shirley Boys' High School and Avonside Girls' High School have considered this submission carefully. Our students, staff and community are regular users of this intersection and it is a very busy area, particularly at peak travel times such as before and after school and the drive home period. The intersection is made busier in the before and after school period with pedestrians and buses making their way to and from Shirley Boys' High School and Avonside Girls' High School.</p> <p>Our view is that the improvements are a positive addition to the intersection. The safe speed platforms are a good addition but do need to be clearly signposted, both for vehicles so that they do not approach them at speed, but also for pedestrians so that they do not use them to cross the street with an 'assumed level of safety'.</p> <p>The larger pedestrian refuge islands at each of the four approaches to the roundabout are also a positive addition. The introduction of tactile pavers is helpful but there is still a concerning level of vulnerability for pedestrians who wait on the refuge island. Shirley Boys' High School and Avonside Girls' High School would like to see the installation of barriers at the area designed to cross to provide an additional level of safety.</p> <p>The sharrow (shared bike and car lane) markings at each approach to the roundabout to indicate that cyclists need to merge into the traffic lane so they can ride through the roundabout are positive, but Shirley Boys' High School and Avonside Girls' High School have concerns that these are very reliant on driver and cyclist behaviour. There is no guarantee that vehicles and cyclists will share the lane and there is potential for crashes. Our preferred option would be an engineered cycle lane that provided much greater safety.</p> <p>Finally, the plan appears to provide vehicle and other access to existing businesses, Shirley Boys' High School and Avonside Girls' High School would like to reinforce that the existing businesses should not be negatively affected by any of the road engineering done to improve this intersection.</p>	Sam Pelham - Avonside Girls' High School Board of Trustees
13083	Somewhat unsafe	Somewhat safe	Please see attachment.	Anne Scott - Spokes Canterbury

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13087			Please see attachment	Kate Graham - Te Tāhuhu o Te Mātauranga Ministry of Education
13088			Please see attachment	Bob Dennison – Go Bus Transport

Individuals

ID	How safe do you currently feel using the intersection?	How safe would you feel using the intersection with the changes?	Submitter feedback	Name - Organisation
12361	Somewhat unsafe	Somewhat safe		Andrew Smith
12362	Very unsafe	Very unsafe	Lights would be better instead of a round about!! Kids don't cross properly, cars don't look out for cyclist. Lights would fix this issue as everyone is in a rush!	Stacey Aarts
12363	Somewhat unsafe	Somewhat safe	Please don't use plants to block the view of on coming traffic as a traffic calmer at the roundabout. With the number of bikes and kids that go through there it would be easy for someone crossing at a dangerous spot to be missed or someone crossing at a time when it is unsafe because they did not see a car coming. Also, one of the things which make this dangerous are the lack of crossing supports. Adding a controlled, or at the very least marked pedestrian crossing somewhere down travis road by the bus stops / close to the school, or north on Rookwood would help with people getting across those very busy roads. I also don't understand the painted bike symbol on the road - painting on roads make them slick for motorcyclists and, I assume, people biking, so less of that seems like it would be safe. Although the community will likely kick up a fuss at the loss of parking on Rookwood, I think the parking and poor turning lane from Travis onto Rookwood is one of the most dangerous things about that intersection, with car doors more likely to open onto cyclists, or cars pull out into traffic all the while kids try and cross. Thank you for sorting this one out!!	Dale Frost
12364	Somewhat unsafe	Somewhat safe	Removing the left turning lane from Travis Rd to Bower Ave would greatly increase congestion there during peak times, increasing driver frustration with an already busy intersection. I believe that the addition of speed humps and a better pedestrian island/crossing in place would be more than sufficient.	Graeme Cooper
12365	Somewhat safe	Very unsafe	This proposal will just back log Travis road. In addition it will also clog up so people cannot access the shops nor the medical centre. This current proposal is VERY dangerous. The schools impact is far wider as kids cross the streets or cause delay for blocks around the school. The kind of rubber speed bumps going in at the moment doesn't deter people. People will still have accidents on this corner as I witnessed them and it's all driver error. Yet there's munted roads and potholes you won't fix elsewhere. Leave this alone	Jenn Shaw
12366	Somewhat unsafe	Somewhat safe	The road is very well used and speed humps will slow traffic exiting the round about causing jams in the peak periods before and school.	Nick Lynn
12367	Very unsafe	Very unsafe	I say get traffic lights cos drivers don't intend to stop I have seen so many accidents at the round about so I say use traffic lights to take people and school pupils safe	Emma Lamb
12368	Somewhat unsafe	Very safe		Chloe Sutton
12369	Somewhat unsafe	Somewhat unsafe	Aside from speed bumps I am struggling to see how this makes cyclists safer, unless you have got rid of the two lane approaches (one turning, one into roundabout). I have a cyclist friend who was injured on this roundabout because the turning lane driver gave way to him (as per road rule) but the driver heading into the roundabout (an elderly woman) kept driving and hit him.	Elizabeth Odell

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ID	How safe do you currently feel using the intersection?	How safe would you feel using the intersection with the changes?	Submitter feedback	Name - Organisation
12370	Neutral	Somewhat safe	Getting rid of that left hand turn lane is a great idea	Merodie Wright
12371	Somewhat unsafe	Neutral	Put in traffic lights , and do away with the round about. Creates definite places to cross, stops people making judgement calls on when they think its safe to cross the intersection . Dont think the proposed plan will have the same effect .	Scotty Roberts
12372	Somewhat unsafe	Neutral	Traffic lights	Danella Patterson
12373	Somewhat unsafe	Somewhat safe	I think it only minimally reduces the hazard for cyclists of which I think there are more of then pedestrians (including myself). I would rather the pressed concrete included space for cyclists to safely stop and wait rather than being forced to be in front of cars when traveling through the roundabout. This scenario still allows for cars to clip cyclists as the car travels through the intersection. Also needs signage at the garage to remind cars coming out of there to look for cyclists/pedestrians. I don't think there should be a right turn for cars coming out of the petrol on Travis towards the roundabout as have seen too many risk it when cars coming from both directions. The existing cycles lanes are very narrow after the roundabout currently and there doesn't appear to be a plan to widen then so that car doors opening from parked cars are less of a hazard. I currently "say a prayer" whenever I cycle through there at the moment that a parked car won't open their door while I go past or a car pull out in front of me from the petrol station or a car not see me as they speed through the roundabout (I do think the calming measure a good thing).	C Brown
12374	Very unsafe	Somewhat unsafe	I don't think that speed bumps will help me as a cyclist to use that roundabout safely. I also use it as a pedestrian often and sometimes in my car. The problem is it's so small so cars can go fast over it and I cannot and I'm marginalized and have no lane on there as a cyclist. Often I'm forced to get off and try to cross the road on foot. The cars are too fast for me to contend with. Often cars don't indicate. They cut me off. They drive dangerously close to me. Just very unsafe as a cyclist. I would prefer to see traffic lights because this junction has no need for a roundabout. Traffic lights with a crossing would be safer for pedestrians and cyclists.	Hayley Young
12375	Somewhat safe	Somewhat unsafe	These changes are being made for people who use the intersection a voucher of hours a day during g school terms. From my observations while waiting for the bus, the students don't cross at any crossing points and just dash out from the bus or petrol station. The proposal also has cyclists merging into the traffic lanes, how is this going to be any safer for them. A traffic light crossing point would be a safer and better option.	Jennifer Bamber-Sawyer
12376	Neutral	Neutral	Wouldn't traffic lights be a better option	Veronica Mitchell
12377	Somewhat unsafe	Somewhat unsafe	Taking away the left turn lane will make it busier and more backed up as I drop my daughter to school that way and head home that way after school also.... will cause more frustration and impatience with other drivers.	Vanessa Meyer
12378	Neutral	Neutral	My daughter was hit walking across from the doctors towards the dairy a couple of weeks ago in a hit and run (luckily only bruised). I think the speed humps are a good idea to slow traffic, but what other consideration for the pedestrians are there? This intersection gets super busy at morning/afternoon school start/finish times and the cars are too impatient. There needs to be some zebra crossings or at least some lights? There are too many pedestrian/cyclist accidents here. (I know of at least 3 this year). The funny thing is, the police said because there were not any CCTV cameras and no one had the licence plate number there is nothing more that I can do about my daughters accident and that I need to contact Youth Education or the Road Policing to do more about it.	Emma Derrick
12379	Very unsafe	Very unsafe	You are not addressing the risk to cyclists at all in this plan! Where are cyclists supposed to go in this plan. There needs to be adequate cycleways added to the intersection that allow cyclists to cross without the constant danger of being run over by speeding cars. You can't seriously think that cars will give way to cyclists going in front of them to cross at a roundabout. the only people who think this design is functional are people who have never ridden a bike through a roundabout.	Stephen East
12380	Neutral	Very safe	I suggest a design with zebra crossings on Raised Safety Platforms (RSPs) would be even more safe; was this considered?	John Lieswyn
12381	Very safe	Very unsafe	Come on if you make the roundabout bigger it's going to make it harder for the busses and create a massive hazard that intersection is fine don't touch it stop wrecking things IF IT AINT BROKE DONT FIX IT	Aubrey Walker
12382	Somewhat unsafe	Somewhat safe		Abigail Park
12383	Somewhat safe	Somewhat safe	Put in traffic lights	Marco Van werkhooven
12384	Somewhat unsafe	Somewhat safe	Very busy area. Requires updating. This plan should make the intersection much safer	Shannon Brunton
12385	Very unsafe	Somewhat safe	Get rid of the cars. At least 2% of the streets in Christchurch deserve to be free of cars. They honestly just ruin what ever area they are in.	Peter Earl
12386	Very safe	Very safe	These proposed changes look good to me. It would be a hard no if you decided to add traffic lights. Roundabouts keep the traffic flowing	Lara Flavell
12387	Somewhat safe	Somewhat safe	Lights might be a better option for everyone	Karen Dobson

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ID	How safe do you currently feel using the intersection?	How safe would you feel using the intersection with the changes?	Submitter feedback	Name - Organisation
12388	Very safe	Very unsafe	I firmly and fully oppose the use of speed bumps at every intersection. These are not upgrades but downgrades designed, not for "safety" as the favorite catch-all buzzword right now but to frustrate motorists with speed bumps that damage cars, less road for us to use, more traffic jams trying to navigate these changes. And you are doing this to relieve pedestrian pressure for "peak hours" what about the rest of the time? This will not force people out of their cars, nothing you do will have that outcome, If you think it is safer to have frustrated drivers in change of 1ton machines on the road then you are severely deluded	Paul Durie
12389	Neutral	Very safe	I have had to stop on the way to work multiple times at this roundabout for crashes. School students also run across the road all the time and it is quite dangerous. I support these changes.	Penny Howes
12390	Somewhat unsafe	Neutral	There needs to be traffic lights put in and iv said that for years living so close to this roundabout.	Nicole King-Clark
12391	Somewhat unsafe	Somewhat safe	1. I am concerned about the business impact for the loss of parking for QEII Foodmarket. I'm a frequent user of this business and currently park outside QEII Dental Care in the morning to stop in there. 2. I strongly agree with the removal of left-turn lane on Travis Road to Bower Avenue. I use this lane every evening and more often than not, other road users going straight ahead do not respect the lane, creating a dangerously narrow path which could lead to an accident. 3. Please plant LOW growing plants on the roundabout. It is dangerous being unable to see what's occurring on all sides of the roundabout!	Anna Flanagan
12392	Neutral	Somewhat safe	Anything that slows traffic down at small RoB is a good thing for safety. Please be mindful of where speed bumps are used as this can be distressing for pt in the back of ambulances'. Can you consider other forms of traffic calming measures here and around the city please.	Hugh Bootten
12393	Neutral	Neutral		Sandra Bryenton
12394	Somewhat safe	Neutral		Zoe Bullock
12395	Somewhat safe	Neutral	I trust you have done the proper research to justify spend and use of resources.	Tevita Siulangapo
12396	Somewhat unsafe	Neutral	I feel like traffic lights would be the only way to make this safer for both pedestrians and motorists. I don't think speed humps Will actually do much. People drive through without properly checking and lights would make them actually stop.	Alecia Roumieu
12397	Very safe	Somewhat unsafe	I do not think the speed bumps are needed and leave the turning lane the traffic flow is much better with it making the islands larger will in fact make it even more of a narrow space than it already is. Not needed. Accidents happen from mostly outside dairy cars pulling out if anything move parking spots little further up on bower. Dedicate a pedestrian crossing further back nearer high school before shopping centre	Caroline Smart
12398	Neutral	Somewhat unsafe	do not like the speed bump idea at all or the no stopping near shops put lights in not bumps as slows it down and is a busy interction as is and the bus stops write by dairy and be in way after bump be annoying for all bikers too	donna macalpine
12399	Very unsafe	Very unsafe	Traffic lights	Arleia Hebbard
12400	Somewhat unsafe	Somewhat unsafe	I think traffic lights would be the safest option. Also the first entry into the BP station (cnr Travis and Bower - traveling west) should be removed as it's too close to the intersection.	Kent Caddick
12401	Somewhat unsafe	Somewhat safe		Matt Goodwin
12402	Somewhat unsafe	Somewhat unsafe	I don't think these changes are significant enough. Perhaps a traffic light for pedestrians and cyclists crossing part of it, similarly to on Frosts Road, might add an extra level of safety. You already have to approach that intersection fairly slowly, but take off fairly quickly to get through the intersection and it's very narrow. Adding speed bumps is unlikely to actually slow people down any further in approaching the intersection, and they'll take off just as fast because the traffic flow and traffic numbers is unchanged. So cyclists and school students will be no safer than they are now. Take the primary way that students are crossing, and make it a safer crossing (probably between the set of shops and the BP).	Kaylene Wakefield
12403	Somewhat safe	Somewhat safe	Not sure about blocking turning into Bower Ave left . People coming that way off QE11 returning home and students on bikes??	Valerie Attrill
12404	Somewhat unsafe	Somewhat safe	Slowing the traffic is a good idea so long as there is not too much congestion caused by it. Maybe a pickup lane could be created the other side of the schools where there is currently a walkway - a bit like the airport pickup lane.	Laurie Freeman
12406	Very unsafe	Somewhat unsafe	Need to put traffic lights in	Jennifer Robinson
12408	Very safe	Neutral	Forget the speed bumps...there a dam nuisance for a little car	Jill Larche

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12409	Somewhat unsafe	Somewhat safe	As many motorists are very impatient and don't want to stop to give way to other drivers at this intersection, safety measures being put in place is a good thing. Better safety measures for the high school children to cross would be good too, but getting them to use them might be a challenge.	Di Trower
12410	Somewhat unsafe	Somewhat safe	This is a great change and I fully support it, lights are great but I think this is a good interim measure to try and see if it slows the approach of cars at this roundabout. People for some reason come very fast at all directions to this one. If you feel like fixing the potholes on bower ave NB river end that would be helpful too ☹ bloody shoddy work done there last year.	Kate Ogilvie
12411	Somewhat safe	Somewhat unsafe	Do away with the roundabout, forget speed humps, and install traffic lights to control that very busy intersection.	Teresa Connor
12412	Somewhat unsafe	Very safe		Helen Sheriff
12413	Somewhat safe	Somewhat safe	Don't muck around with consulting people, just do it.	Graham Trotter
12414	Very safe	Somewhat unsafe	I think lights and proper crossings would be safer for all road users including people with disabilities and in wheelchairs that need a safe place to cross.	Tracy Klenner
12415	Somewhat safe	Somewhat unsafe	Experience for me has been drivers arriving at the roundabout at ~40km/h on the hope and a prayer that no other driver will be doing the same. Said drivers will complain about the speed bumps being installed but there is a need to reduce driver speed at this roundabout.	Marc Stevenson
12416	Somewhat unsafe	Somewhat safe		Jodi Shipley
12417	Somewhat unsafe	Neutral	Hi, thanks for the proposed changes to the roundabout. Could someone please review the written description and show each item in the image supplied. It's hard for lay people to picture what you're describing. Secondly, some of your terminology is technical. If this is a public engagement please either define technical terms or use lay language. E.g. what is "sharrow". One key concern for me as a local driver is that tamariki, rangatahi and adult pedestrians all cross here, way to close to the roundabout. They tend to cross Travis Rd between the shops and the BP, east of the exit driveway from BP onto Travis. This is an incredibly difficult and dangerous crossing. How will the new layout clarify exactly where pedestrians should safely cross? One function of a roundabout is to keep traffic flowing. This seems counter to safety concerns about tamariki and rangatahi crossing.	Corinne Bolstad
12418	Somewhat unsafe	Neutral	Traffic lights would be better and make Travis Rd from Bower to motorway a slow zone with more speed bumps to slow traffic right down. It is unsafe getting in and out of Blue Gum Place.	James Halliday
12419	Very safe	Somewhat unsafe	It's going to slow down traffic considerably not just at peak times but whole time. Why change things when they are working fine now ? If anything it should be the car lanes increased to enable better flow at peak times.	Neil Barrie
12420	Very unsafe	Neutral	Traffic lights with the volume of students. Speeds bumps will not be effective as speed is not the issue	Kate Wilson
12421	Somewhat unsafe	Somewhat unsafe	The school really need to do more education around road safety. It's hectic after school, kids just walk out in front of you and bikes speed through in groups. Changing the roundabout to one lane will help slightly but it's such a small roundabout with that much traffic you sometimes just have to risk it and go. Lights would be a safer option.	Rachael Paterson
12423	Very unsafe	Very unsafe	This is a stupid idea thought up by silly council staff tucked up in their office!!! Do you even use this round about!?? It needs to be turned into traffic lights and there won't be a problem!! We already have enough bumps in our roads 12 years on and still Waiting for some decent time and money to be spent fixing the quake damage that most other suburbs in chch have long since had repaired!!! So much for mr mauger being major and fixing the east side!!! All lies and broken promises!!!! Wasted my vote there!!! You need to Make it lights, leave the speed bumps out of it... fix the rest of the roads on the east and bring some life back into the east side... we pay huge rates for insufficient services and I'm bloody sick of it!!!!	Sarah Moss
12424	Very safe	Very unsafe	If they decide to go ahead with this, please, for everyone sake, make the speed bumps at a proper height and not excessively high like they have been doing everywhere else in chch, and give it a decent grade on the entry and exit of the speed bump	William Howells
12425	Neutral	Neutral	This is not the correct way to fix the intersection use traffic lights. Christchurch drivers are awful and cannot use roundabouts no matter how narrow or bumps are out in. This needs traffic lights to make a meaningful difference. Very unhappy about these proposed changes as a resident who lives on bower Ave	Graeme Foster
12426	Neutral	Neutral	Just put in traffic lights.	Jasmine Macgregor
12427	Somewhat safe	Neutral	I would prefer to see traffic lights put in this intersection	Pauline Wood
12428	Somewhat unsafe	Somewhat safe	Lots of children dash out onto the road n cars do speed through there. Something needs to be done. Speed humps good idea.	Shirl Scott
12429	Somewhat safe	Very safe	Good idea to change, thanks	John Pickles

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12430	Somewhat unsafe	Somewhat unsafe	I think this intersection needs traffic lights. This would allow more space for turning lanes and pedestrian crossing times.	Antonia Low
12431	Very safe	Very unsafe	Speed bumps were put in at the Lincoln Road / Barrington street traffic lights. Which I use every few weeks now to visit a friend. Three times I've almost been rear ended, because they are so aggressive that I have to slow down too not do any damage to my vehicle. The people following haven't been paying full attention and have almost hit my car. Luckily I haven't been struck yet but tire squealing behind you isn't a nice feeling. I can't almost guarantee the same thing will happen at the Bower Ave / Travis road round about, if you follow through with this plan. Speed bumps and narrowing the road are not the answer, especially with cyclists. If anything has to be done I believe Traffic lights are the only option, but I have no problem with the round about it seems to be working fine. I've lived in Brighton my whole life and only ever seen one small crash there, but every one was fine.	Josh Newbold
12432	Somewhat unsafe	Somewhat unsafe	I think you should put traffic lights in rather than speed bumps and increasing the width of the footpath. Your proposed changes will just create a longer line of traffic backing up waiting to get through and not necessarily help prevent accidents. It's a tricky situation due to the schools, petrol station and the shops there but I think traffic lights would be the safest option for cars and pedestrians.	Alysha Ellwood
12433	Somewhat unsafe	Neutral	No need for speed bumps - just remove that ludicrous left turn lane from Travis to Bower. There is not enough space to turn left and the other lane to go straight or turn right. Any moron could see that	Giselle Duarte
12434	Somewhat unsafe	Somewhat safe		Kate Taylor
12435	Very unsafe	Somewhat unsafe	This clearly needs traffic lights and pedestrian crossing lights. The proposed changes will slow traffic terribly and cause it to back up especially at peak times. The elimination of the left turn from Travis to bower is very bad idea for traffic flow	Molly Dunlop
12436	Somewhat unsafe	Neutral	Lights would be a lot safer at this intersection. Been too many close calls there. School start and finish time is the worst	Wendy Henley
12437	Neutral	Very safe	I think these changes are positive. I don't use the roundabout at peak school times but I've had an accident at this roundabout in the past where a car came speeding through out of no where and hit me in my car. Definitely agree to slowing down traffic.	Robin Burnell
12438	Neutral	Neutral	I usually buy petrol at this BP and enter by turning right off Travis Road then leave by turning left onto Bower Avenue. With the proposed changes, I will either have to use the roundabout to double back and turn left off Travis Road (increasing traffic to the intersection which is often busy) or turn right at the roundabout to enter and exit using the same Bower Ave entrance which will mean turning around inside the station which is already often busy with cars moving in lots of different directions. I feel the changes are likely to make using this bp more hectic and will probably deter me from going there. Also, traffic often builds up down Travis Road during busy periods and removing the left turning lane onto Bower Avenue will only make this worse as left turning traffic will have to queue with traffic going ahead and right. Widening the footpath is likely to encourage more people to hang around outside the QE2 foodmarket dairy on the corner which is already a popular place for students to socialise when they aren't at school	Sima Peterson
12439	Very safe	Very unsafe	Please show us the data of all the accidents at this intersection that justifies this costly and unnecessary change.	Matt Dauwalder
12440	Very safe	Neutral	This is a very crowded intersection, though I still feel safe on my bike. It's down by the school that is more scary with car doors, people pulling it without looking and kids darting across the road without thinking. I would recommend a pedestrian crossing outside the school. Larger pedestrian refuge islands sound great. Speed bumps might be annoying on my bike. Removing the left turn will make it more dangerous for cyclist as cars often don't notice cyclists or might not indicate.	Bonne Becconsall
12441	Somewhat safe	Somewhat unsafe	Cyclists merging with traffic and more pedestrians trying to cross the road when they see a gap. Sounds like total chaos. Traffic lights with a pedestrian crossing further down towards the qe2 entrance/school entrance would make more sense and be a whole lot safer.	X Lee
12442	Neutral	Very unsafe	Making more narrow will cause more crashes, put traffic lights instead or leave it the way it is	Matt Clark
12443	Neutral	Very safe	I want to give my support to slowing the speeds here, as it's a tricky roundabout with a lot going on and vehicle accesses very close, and this is even more so with the major schools nearby. It'll help the ped crossings to feel more approachable. It's great to see this upgrade happening. Nice work.	Grace Ryan
12444	Very safe	Somewhat unsafe	I feel better education of the students on how to safely use the intersection would be extremely beneficial and if anything speed bumps leading into the intersection would be sufficient and more cost effective solution than what's been proposed.	Benjamin De Jongh
12448	Somewhat unsafe	Very safe	The proposed changes look great, I strongly support them.	Robbie Sutton
12449	Very unsafe	Neutral	Needs a pedestrian crossing for children get across the road safely and bike lane	Susan Mcivor
12450	Very safe	Very safe	Retain the left turn lane on Travis Road to Bower Avenue	Kenneth Dsouza
12453	Somewhat unsafe	Very safe	Two years ago my elderly father was hit by a car while crossing the road on Bower Ave to the QEII Food Market. He spent weeks in hospital and they didn't think he was going to survive but we are grateful that he did. I am really happy with the changes that are being proposed and think that it will make a big difference to the safety of	Adrienne Friesen

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			pedestrians. It also puts my mind at ease knowing that my son who attends Shirley Boys High will be a lot safer crossing the road in the area. One suggestion that I'd like to make is to perhaps install steel bar railings/barriers on the pressed concrete areas similar to the pedestrian crossing on Marshland Road between the Palms Mall and Shirley Medical Centre. It adds extra safety for pedestrians.	
12454	Very safe	Very unsafe	Get rid of all the "islands" and add an extra lane. Stop wasting rate payer money on these stupid "fancy" designs.	Gary Durey
12455	Very safe	Neutral	Getting rid of the turn left lane will be a massive inconvenience on locals. It will either mean a lot more traffic building up at the earlier roundabout which will cause more aggression and then a build up at the right turn into beach road. I can understand the idea behind it but in reality I don't think it is a good idea. More thought needs to go into it.	Dan Smith
12456	Very unsafe	Somewhat unsafe	Good to get rid of the extra left hand lane turning into Bower from Travis, however THIS INTERSECTION NEEDS LIGHTS. It is one of the most terrifying roundabouts in Christchurch, and combined with extremely high levels of foot traffic - especially of kids. In a roundabout you're looking right to watch for a space and then you take off to go left - straight into someone who is crossing the road and is trying to guess if you're going to go or not. I am mostly a driver on this roundabout but I worry about the pedestrians all the time! It's for them that this intersection needs lights. And speed bumps are a stupid idea in this situation. It's not speed that's an issue in my opinion at this intersection.	Juanita Schwalger
12457	Somewhat unsafe	Somewhat unsafe	Why not have traffic lights instead? It will solve the problem and it'll be more practical. The pedestrians particularly the students as well as cyclists have more definite direction and feel safer when to cross the intersection when the traffic light is installed as compared to crossing or driving on a roundabout. The roundabout is not convenient and the drivers in the cars are sometimes inconsiderate and don't use sensible judgement when using the roundabout. There's that feeling of hesitance when driving in a roundabout.	Arlene Wilkins
12458	Very unsafe	Very unsafe	The addition of kerbs give less space for cyclists	Jemima Johanson
12459	Somewhat unsafe	Somewhat safe		Nathan Long
12460	Very safe	Very unsafe	No thank you to speed bumps! The reason people are having accidents is because they are not present when driving NOT because the road is unsafe. Take responsibility for your own state of being when you drive and every road and roundabout will be safe.	Jackie Prattley
12461	Neutral	Neutral	Will this go ahead under the new Government???	Kevin Spull
12462	Neutral	Very safe		Susan Booth
12463	Somewhat unsafe	Somewhat safe		Soren O'Neil
12464	Somewhat unsafe	Somewhat safe	My boy rode his bike through there on his way home from school and another student stepped out in front of him and knocked him off his bike in front of a car. Thankfully he wasn't too badly hurt. It gets pretty scary around that area during school drop off and pick up so I am so pleased to hear that you are looking into how to make the area more safe. Thank you	Justine Balcar
12465	Neutral	Somewhat safe	Definitely agree to increase the safety for pedestrians and cyclists, as I also often cycle through this intersection. I think the BP entrance close to the roundabout is a hazard.	Jane Sullivan
12466	Somewhat unsafe	Somewhat safe	I'm not opposed to a light system being installed to control traffic at that intersection	Abbie Moscrop
12467	Somewhat safe	Somewhat unsafe	Installing uncontrolled pedestrian crossings at/near intersections is a terrible idea, they need to be situated well away from the intersection so there is no risk from turning traffic not seeing them as they step out in front of them.	Mark Abbott
12468	Very safe	Neutral	Please leave alone this should be a simple fix Educate drivers students etc The money is better spent on real roading issues we have in the east	Kevin Odgers
12469	Very unsafe	Somewhat safe	Unfortunately students (pedestrians) don't use the safety crossing areas that are already available to them, and run/walk across the street wherever they wish. So I'm not sure that changing the crossing areas will have any significant impact on safety, other than slowing traffic down., I feel that the footpaths themselves are wide enough. The speed bumps are a great idea to slow traffic. Cars do speed through this area. Unfortunately no amount of modification can make up for poor driver behaviour and pedestrian behaviour. I ask that my children do not ride their bikes to school via this roundabout.	Toni Hawkyard

Submissions received on Proposal for a new policy on Travis Road / Bower Avenue / Rookwood Avenue intersection safety improvements, February 2024

ID	How safe do you currently feel using the intersection?	How safe would you feel using the intersection with the changes?	Submitter feedback	Name - Organisation
12472	Somewhat safe	Somewhat unsafe	the pedestrian crossings look far too close to each of the roundabout exits, especially travelling from travis onto bower as there is the dairy on the corner which would block the view of this	Amanda Rayner
12490	Neutral	Very safe	This is usually a busy intersection when I drive through and I'd hate to think how people cycle or walk through/across the intersection. Having the speed bumps will make it way safer for everyone, and much easier for cyclists to take the lane through the roundabout. Great work CCC and I hope you're making these changes else where across the city.	David Rowland
12494	Somewhat unsafe	Somewhat safe	<p>Overall, I think the intersection roundabout upgrade is a positive improvement. However, I have one concern about the design of the shared footpath for cyclists and pedestrians.</p> <p>Instead of forcing cyclists to dismount and walk their bikes along the footpath, I believe it would be safer and more convenient to allow them to remain on the road. This would eliminate the risk of collisions between cyclists and pedestrians, particularly during busy times when there is heavy foot traffic from the nearby school. Additionally, it would spare cyclists the hassle of having to go up onto the footpath, as well as the frustration of having to weave around pedestrians who do not always stay to the left. Furthermore, allowing cyclists to stay on the road would reduce the likelihood of accidents caused by pedestrians unexpectedly appearing around corners.</p> <p>I would suggest that the roundabout be designed to allow cyclists to remain on the road, either by providing a separate lane for cyclists or by widening the existing lanes to accommodate cyclists safely.</p> <p>I also really stress that the current shared footpath signs (all around the city) be lowered to eye level for pedestrians (no one cranes their head to look at a dam sign that is 2.5 - 3m tall). The current signs are mounted at car or bus height, which means that pedestrians do not see them. This could be a safety hazard, as pedestrians may not be aware that they are supposed to keep left on the shared footpath. I would suggest that the signs be mounted at a height that is visible to pedestrians (eye hight), and that they include a clear message to keep left.</p>	thomas blain
12497	Somewhat unsafe	Somewhat unsafe	I think it would be a safer option to install traffic lights at this intersection. That way it would be much safer for cars as less people would pull out in front of you and people always race through with out looking. It would also be better for cyclists as I cycle through there four times a week as well as driving. Pedestrians would also be safer with traffic lights. If not I think a pedestrian crossing would be helpful for pedestrians.	Sophie Tiffin
12498	Somewhat unsafe	Somewhat safe	I think it's a great idea, keeping everyone safe is the no. 1 priority!	Lisa Birch
12500	Somewhat unsafe	Somewhat unsafe	Rather than adding to the issue of slowing traffic down when the problem is the amount of traffic especially during week days at school time, the smarter option would be to have controlled traffic lights as people speed through here to get through to the BP also. The amount of near misses from people not looking towards Travis Road from Bower Ave cancels out the amount of accidents here. I think adding speed bumps and narrowing the road will cause more issues than solve them.	Jordan Mills
12502	Very safe	Somewhat unsafe	I believe these changes will not change the way the roundabout is currently used. These changes will make it more difficult for vehicles which are the main users of this roundabout. The removal of the left turning lane on Travis Road will create more congestion during peak times which may cause frustration in drivers, then causing accidents. If anything, there should be more left turning lanes added on other approaches such as on Bower Avenue. This would reduce congestion which then reduces the amount of accidents occurring at this roundabout. Also, the narrowing of the lanes will make it much more difficult for large vehicles traveling through the roundabout such as buses, and trucks. This could damage the infrastructure surrounding the roundabout and also the vehicles. I believe the best solution for reducing pedestrian congestion would be by adding pedestrian crossings on Bower Avenue.	Callum Tiffin
12506	Somewhat safe	Very unsafe	Leave the round about alone	Deborah Dyer
12510	Very safe	Very safe	I'm not sure that the proposed changes are all necessary. Can you start with the speed bumps and then reevaluate?	Rod Thompson
12514	Very safe	Somewhat unsafe	As there is so much traffic using this intersection sometimes you have to wait a considerate amount of time to enter the roundabout. This is common outside peak hours as well as peak hours. The speed bumps are going to make it a nightmare. There is clear vision in every direction with the roundabout.	Gill Hubert
12515	Somewhat unsafe	Neutral	PALMERS /BOWER AV corner needs work too, to reduce speeding from bower av	L RICHARDS
12517	Very safe	Very unsafe	I fell slowing down people travelling through that roundabout buy installing speed bumps which are very noisy when trailers and tradie utes go over them plus taking a left turning lane away will slow and antagonise traveler's, as school traffic is only at certain times each school day 5 days a week and only 38 weeks a year, so leave the roundabout as is as the 6 months of road works doing the so called upgrades just isn't worth it	Russell Webb
12536	Neutral	Somewhat safe	When travelling on the bus using the intersection generally feels safe, however I have noticed a number of school students do not look before crossing the road and often step out in front of the very bus they have just gotten off. I agree with widening the footpath outside the QEII Foodmarket as it is often crowded before and after school.	Cara Negus

Submissions received on Proposal for a new policy on Travis Road / Bower Avenue / Rookwood Avenue intersection safety improvements, February 2024

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			Having cars parked on Bower Ave while accessing QEII Foodmarket often makes the road a tight fit for the buses and believe that consideration could be given to removing the park space closest to the roundabout to allow more space for the bus to get through before it has to pull into the stop. A signalised pedestrian crossing on Travis Road could be a consideration for the volumes of pedestrians there. Traffic lights with barn dance style pedestrian crossing would also be a good option for this intersection.	
12550	Somewhat unsafe	Somewhat safe		Laura Hughes
12551	Somewhat safe	Somewhat unsafe	No speed bumps put in, agree take out the left hand turn onto bower Ave but keep road same size. No need for bigger foot path. Things won't change with the school kids, they will carry on crossing the road wherever they like! Crossing for them outside the school may help	Cheryl Bartley
12554	Very safe	Very unsafe	Please don't fix whats not broken I just moved here and chch is great. Speed bumps don't help with ronda abouts anyways it's made the one near my house more dangerous (graham road I think). Just focus on making roads less distracting for drivers and make walking more accessible don't do so at the determinant of driving or cycling. Unrelated but I keep saying this the issue in christchurch is right turn intersections. FIX THIS ISSUE literally every car crash I have seen since here is right turn crashes plz fix this. Also what are you doing with your cycle lanes 🤔 1 we don't need a two lane road. 2 when you paint the whole cycle lane green it kinda become a skating rink. I can't rmeber the road name it's like Casher street but instead of taking road away (which passes me off coz I have tk drive too) just take away coucil berms. And STOP PAINTING IT FREAKING GREEN IT DOES NOT MAKE FALLING OFF ANY NICER :(oh also the yellow things are super dangerous too like the speed bump things	Laurie Bennet
12586	Very safe	Very unsafe	This is absolutely idiotic. A busy intersection, rather than solve a problem you believe exists, you will slow traffic past the point of severe congestion. Speed bumps and remove a turning lane on such a busy intersection shows council is out of touch living in lala land. The consultation is a stitch up focused on getting a result that says a person will feel safe with the changes. Hence your question does not address impacts on traffic, nor ask of people support it. Deliberate slowing traffic is a cop out that will cause massive congestion. Narrow roads is moronic. I oppose this stupidity.	Andrew Mckay
12593	Neutral	Somewhat safe	Is it possible to remove the entry to BP closest to the roundabout on Travis Rd? It is so close to the exit of the roundabout, it can disrupt traffic flow a lot. There is already another entrance further up Travis Rd and a second entrance on Bower Ave.	Felicity Boyd
12601	Somewhat unsafe	Very safe	The current roundabout design allows people to speed through without checking. Because of these higher speeds, it becomes more hazardous for all people using the area. I welcome changes to the design which will go some way to accomodating all transport modes.	Cody Cooper
12610	Somewhat unsafe	Somewhat safe	The speed that some drivers approach the Travis/Bower Ave round about is disturbing and illegal. Would welcome speed bumps on Bower Ave as well as any and all suggestions toward increased safety for drivers but more importantly for cyclists & pedestrians at this intersection.	Bridget Olsen
12633	Somewhat safe	Neutral	Should be multichoice... I walk, bus, & drive this intersection! However, have had no issues apart from peeps not slowing down so speed bumps def good idea. I turn left from Travis into Bower when driving so use left lane... Not sure what removal will do, but as a pedestrian it is handy for seeing which approaching vehicles are turning b4 x-ing to the other side footpath using traffic island to pause in the middle. However, if it's busy I often walk left along Bower & cross without a x-ing island because straight through traffic from Bower/NewBrighton end belts through when it's busy, so again speed bumps MIGHT help? Finding speed bumps@other roundabouts seem to work well, so...?	L D Cook
12645	Neutral	Somewhat safe	I like the 'Removal of the left-turn lane on Travis Road to Bower Avenue', it makes it easier for traffic on Bower Ave going south to determine where traffic from Travis Rd. is going, you don't have to monitor possibly two vehicles actions going through the roundabout, but only one.	Frithjof Moritzen
12651	Somewhat unsafe	Somewhat safe	I am really pleased that the safety of pedestrians is very well thought out and the vehicle's are going to be slowed down, as this intersection is a bit crazy at peak school times and in the evenings and peak morning times	Meredyth Anderson
12653	Somewhat unsafe	Very unsafe	Narrowing the road lanes and merging cyclists with traffic, school kids driving, the lines of school busses etc etc is just going to cause problems as there is no margin of error. Having turning traffic included in 1 lane and removing the turning lane will just add to the already problematic traffic back-up. And when there is traffic backed up for blocks and blocks down the road that's when ppl in a hurry do stupid things. Narrowing the road and further increasing driver frustration is not the answer. Nor is mixing cyclists with busses - they won't even be seen. Nor do you seem to take into account the many primary school children and their families also using that intersection daily. Traffic and pedestrians from Rawhiti are backed up way round the corner on Rookwood almost to the Keys Rd intersection causing significant delays. Daily I see frustrated drivers edging out over the lane to try and see further down the line or trying to do u turns to get out of the line. And thats just the Rawhiti school traffic using Rookwood and approaching the roundabout.	Jane Osborn Cathro

Submissions received on Proposal for a new policy on Travis Road / Bower Avenue / Rookwood Avenue intersection safety improvements, February 2024

ID	How safe do you currently feel using the intersection?	How safe would you feel using the intersection with the changes?	Submitter feedback	Name - Organisation
			<p>You maybe have forgotten about the Rawhiti families that live on the Travis - High school side of the roundabout and both directions up and down Bower Ave. They need to safely use the roundabout to get onto Rookwood and then come back through after school drop off / pickup. Many of our family's use the roundabout plus 4 times a day. A lot of our primary school children walk or bike with or without parents daily I see Rawhiti children in groups or singly standing at the roundabout car sale yard or dental side of Rookwood they are talking, on skate boards, scooters, running, bouncing balls, swinging scooters etc kids will be kids and while still at primary school age have not physically developed enough to properly judge the speed of cars. There is also the new Freeville subdivision that is going in where the old Freeville school was, so potentially there will be more parents and primary school aged children needing to use this roundabout/ intersection to get to school.</p> <p>I am annoyed that this intersection wasn't looked at back when Rawhiti was in the planning and actually even back in the days prior to our schools closing and being merged as it was one of the things that came up time and time again in discussions and planning sessions with both parents and staff of all 3 schools, how to get our Freeville students safely through both the Bower/Travis onto Rookwood intersection and also the Keys Road intersection. Yet nothing was ever done! It definitely SHOULD have been looked at and planned BEFORE the High schools were even allowed to be built.</p> <p>I use this intersection 12 plus times a week at all hours of the day and night. I try to avoid it at all costs round school times as its just too hard. Both driver and pedestrian behaviour is just so random and shockingly awful. The High school Travis side is awful with lots of traffic, parents and driving students doing dodgy manoeuvres to pick up friends, drop or collect students, find parks etc. Along with that single students or packs just walk or run across the road usually attached to a device sometimes with their heads down not even looking at traffic both outside the high-school and at the food-mart /BP station, many of them seem by their behaviour to indicate that we, drivers / traffic should give way to them where or whenever they want to cross and also that there is safety in numbers so if you cross in a pack you can play dodge with or just stop traffic where or whenever you like.</p> <p>I agree that slowing traffic round the area would give drivers more time to react and slam on the brakes and therefore reduce injury. But I don't agree that making the road narrower or reducing it to 1 lane extending footpaths or islands in the road etc as in your plan will stop foolish behaviour it will just add to the chaos and give ALL users less margin for error. People in a hurry will still try and speed because they are always more important then other road or footpath users. Plus even when schools out traffic shoots up and down Bower Ave at excessive speed and I think you will see more accidents later at night on this intersection.</p> <p>I think the only way to get High school and Primary school children, the elderly and public safely through the intersection without adding to lines of traffic is to put lights in that way ppl can cross when they need/want and traffic will keep moving evenly on Travis, Rookwood and Bower. This intersection should also be 2 lanes on Travis and Bower plus have a dedicated cycle lane on all 4 of the roads into the intersection. That is the only safe way to do it.</p>	
12675	Somewhat unsafe	Very safe	The high schools need to educate their students on safety in this area too, as the students take stupid risks when crossing quite often.	Alesha Mclvor
12676	Very unsafe	Somewhat safe		Suzanne Walker
12677	Neutral	Somewhat safe	I think its a good move to reduce speed in this area	Erin Sutherland
12679	Somewhat unsafe	Somewhat unsafe	I'm not sure it'll do much. Needs to be given Bette solutions to the amount of traffic that goes thru there.	Jen Evans
12682	Somewhat unsafe	Somewhat safe	Please do it. My whanau all use this ontersectio. On bike , foot, scooter, car and camper.	Phil Johnstoncoates
12687	Neutral	Somewhat safe		Tracy Glintmeyer
12691	Neutral	Somewhat safe	Putting the speed humps in makes sense with having the school right there and making the footpath wider by the qell food mart so cars can't park there would make it a lot safer as where the cars park now is to close to the roundabout and cars pull out of traffic turning round that side of the roundabout	Ryan Dry
12705	Somewhat unsafe	Very safe	<p>I haven't had an accident there but heard of plenty and have witnessed a car flip over at this intersection. There are a lot of people on foot in this area especially at school times coupled with traffic of parents picking up kids including from the nearby primary school Rawhiti (which has 600+ roll) so a lot of foot (big and small kids) and vehicle traffic.</p> <p>Very supportive of changes here, and keen to see the left turn on to Bower go too, not enough room.</p>	Kim Hammond
12708	Somewhat safe	Somewhat unsafe	I can't see that getting rid of the left turning lane to bower Ave is going to make it safer, to me i think it's going to create a bottle neck and make traffic slow more especially when school is starting at at the end of school day. Also i can see more people trying to U/turn on travis road because of this and create more carnage.	Gary Harding
12711	Neutral	Neutral		Margy Ineson
12717	Very safe	Somewhat unsafe	<p>The speed should probs be lower here tbh even though it's 20 during school hours after school hours there are still heaps of kids. The speed bumps here are actually really needed but I think you should do raised concrete islands (hard edge) to really enforce speed restrictions here as some people do just huck it through the round about.</p> <p>I did wonder if you guys could move the islands so they line up and you could use that to make another pedestrian crossing (so you get more bang for buck).</p>	Tom Russ

Submissions received on Proposal for a new policy on Travis Road / Bower Avenue / Rookwood Avenue intersection safety improvements, February 2024

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			<p>I like the footpath widening but I did ride my bike here once when my car was broken down. And I have to say I wouldn't do that again 😞 could you make a shared pathway here for when the cycle lane ends so we don't have to use the round about if it's to busy 🙏</p> <p>Speed bumps are dangerous stop putting them in the are slipery</p>	
12741	Very unsafe	Somewhat safe	Does the round about need two lanes, one for turning left and the other for going straight?(coming from the direction of Travis) I think those two lanes are one of the reasons of the many accidents that have happened.	Boram Hong
12796	Somewhat unsafe	Very safe	Thank you :-)	Geoff Walker
12807	Very safe	Neutral	<p>I, like many other parents, use the roundabout purely to turn 360 degrees from Travis Rd heading East back onto Travis Road heading West after dropping my daughter at AGHS and continuing on to my place of work. As we all know, it is unsafe to make the 360 degrees turn any earlier along Travis Rd once completing the drop off due to the large volume of students crossing the road.</p> <p>I am worried that your new roundabout design will cause a huge bottleneck in the traffic, which in turn may encourage drivers to avoid the roundabout and do U-turns back along Travis Road opposite the school, which will result in more accidents.</p> <p>Have you considered this roundabout usage in your design concept?</p> <p>Thanks Trish</p>	Trish Murray
12811	Very unsafe	Somewhat unsafe	Protection for cyclists is minimal.	Noel Meek
12862	Very safe	Somewhat unsafe	<p>I travel through the intersection at least five times A DAY, at peak times and off-peak times. The vehicles i have range in different sizes and they are:</p> <ul style="list-style-type: none"> A Motorbike B Motor scooter C Trades work van D Station Wagon E Ten ton motor home F Also towing a trailer G Push bike H I also travel by public transport a lot could be 5 - 6 times per week I Walking J Running <p>Now what i am tryin to say to you or outline to you is that i travel with these vehicles one at a time of course any time of the day or night ,and i have had no issues what so ever with the road layout which is there right now</p> <p>And i have even used the roading at peak times when the schools are operating ,even when the pupils are going to school and even when they are leaving the school ,i have found no issues what so ever when i have used any one of my vehicles while using that intersection</p> <p>You were mentioning about all walks of life of people .for example ,pedestrians ,cyclists , wheel cheer people, school peoples , elderly , motorists , etc. etc. well so what there are literally hundreds of intersections all around Christchurch that are much worse than that and nothing has changed about that</p> <p>I just live up the road a little further beside the entrance to qe2 off Bower Ave ,If you look at Dick Taylor Drive that intersection ,well now that intersection is far worse than the round about at Bower Ave ,the reason why i say that is because i have seen nearly many an accident happen there</p> <p>When they exit from qe2 no one stops they all just drive straight through ,now back to the main topic ,if you are looking at closing down the left hand lane going on the north side of the street which shows a left turn in to Bower Ave there are going to be major issues with that</p> <p>Because once that is done there is going to be a build up of traffic all the way back to Frosts road and then oh how are you going to be able to address that</p> <p>And to make the foot path wider by taking away the left turning arrow and making that road narrower is an absolute the dumbest thing ever that i have heard of ,the reason why that left turn was put there was to be able to move the build up of traffic moving so there would not be such a bottle neck of traffic at that intersection</p> <p>As i have said to you before i travel that intersection many times a day and no matter what you try and do to that intersection that will not work ,near me by Dick Taylor Drive there is a crossing island like at Travis bower and Marriott's road ,they dont mean squidly squat ,most of the general public and the school pupils just completely ignore those crossings and they cross any where they like.</p> <p>Now to speed bumps ,they may work they may not now for emergency services using those roads i can see where that is going to be a major issue ,now when a 15 to 20</p>	Ross Johnston

Submissions received on Proposal for a new policy on Travis Road / Bower Avenue / Rookwood Avenue intersection safety improvements, February 2024

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			<p>ton fire engine full of water hits that bump or an ambulance hits that bump especially with a seriously injured patient that could kill them ,and not forgetting the police And for mounting the curb you have mentioned ,i have never ever seen any vehicle what so ever mount a curb in all the years i have been living in the area The removal of the left lane and widening the footpath for the large number of school pupils is a complete fast that foot path is wide enough as it is ,i have never seen that footpath at peak times full at all ,what wally said that ,i live in the area and i have been there many times at peak times and the school pupils do not use that part of the foot path as much As i have said before i have seen many more intersections much worse than this one and nobody has done a thing about it ,school pupils and the general are like farmers browns cows and sheep they are all over the place and no matter what you are proposing to do wont mean squidly squat They only way to slow the traffic down is to put SPEED CAMERAS IN THERE THAT WILL MAKE THE BIGGEST DIFFERENCE TO THE AREA AND THAT WILL BE THE ONLY WAY THAT TRAFFIC WILL SLOW DOWN BELEIVE ME I KNOW IT WOULD WORK Once outside my place there was a speed hump a bus driver did not realize there was a hump and the bus hit that bump at the normal 50 km and when the bus hit the bump ,it literally blew out the drivers windows and shattered more other windows and the glass shattered all over the place ,i went o9ut with a broom with my neighbors to sweep up the glass The bus had to be towed away because there was so much damage done to the suspension it had to be written off ,,i still have the aluminum window frames that blew out from the impact of the bang I could say much more but i think you will have enough at the moment to try and digest this submission i have typed out yo you In other words just leave the intersection alone ,its been working for a long now very well ,now if its not broken just leave it alone</p>	
12865	Somewhat unsafe	Somewhat safe	I think it would be great to have safer changes made to prevent harm to students and citizens alike.	Rosie Paul
12866	Somewhat unsafe	Somewhat safe	These changes would be very beneficial especially for the schooling community to ensure the safety of students. I also think that the traffic around the roundabout needs to be addressed as it gets very congested throughout week mornings and afternoons.	Maya Livermore-Lewis
12876	Very safe	Neutral	Rate payers aren't bottomless pits of money.	Wayne Boyd
12895	Somewhat unsafe	Somewhat unsafe	Would be helpful to have pedestrian barrier at and approaching the Bower Rd roundabout to prevent students jay- walking, as have been installed at Anzac Drive roundabout a few hundred metres west.	Penny Prestidge
12919	Neutral	Very safe	<p>I support the proposed plan changes, as it will make it safer for everyone who travels through the intersection. Is it possible to put some landscaping instead of pressed concrete. To give some more greenery to the area. This will also do its part towards climate change. Even some small shrubs would be good</p>	dave gardner
12944	Somewhat unsafe	Neutral	<p>I think the proposal is great.</p> <p>Could you please ensure that vigorous vibration testing is carried out. I live at 223 Bower Avenue and after the most recent road improvements a small lip was created at the join between the new tarmac and old chip seal. As a result, we experienced 6 months of vibrations which resembled a small earthquake when trucks and buses would pass over it. It was only resolved when the height of the lip was reduced by adding additional sealant between the two road surfaces. I'm concerned that a larger speed hump could cause vibration issues again, and potentially be worse than those caused by the road seal.</p> <p>Regards, Mike</p>	Mike Meredyth-Young
12986	Somewhat unsafe	Very safe	Thank you for proposing ways to make this roundabout safer for people on bikes and on foot! I especially like sharrows leading up to roundabouts- legitimises the presence of bikes and signals to car drivers people on bikes have a right to be there!	Meg Christie
13014	Somewhat safe	Somewhat unsafe	<p>I live a few doors down from this intersection, opposite the dairy. On the night of the tsunami following the Kaikoura earthquake, I wanted to go somewhere safer. Unfortunately the street was totally grid locked. I couldnt even back out of my driveway! This intersection does get very congested but I dont think making the lanes narrower will help. Particularly doing away with the the left turn lane going into Bower Ave. Not only is the school traffic a problem , but the other traffic coming from Travis is coming off a very busy ringroad. Taking away the left lane and combining, trucks, cars and cyclists WILL be an accident waiting to happen!! I currently try to avoid using the intersection when school comes out as the kids just walk right in front of your car! My other concern, is the need for speedbumps coming off an intersection?? WHY!! Thankyou for reading my email and hope you consider my input.</p>	DONNA MARSHALL
13027	Very unsafe	Neutral	I have changed my route to avoid this roundabout by going past Rawhiti School and through Bowhill onto Palmers. Made the change after Mike from NB Cycles was hit. I feel unsafe even in a car. Too many people speed and don't look, so I support any measures to slow them down.	Michele Hollis

Submissions received on Proposal for a new policy on Travis Road / Bower Avenue / Rookwood Avenue intersection safety improvements, February 2024

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13033	Somewhat safe	Somewhat safe		Kyle Haskell
13069	Somewhat unsafe	Somewhat safe	I feel traffic lights are more suitable to resolve the issues at this intersection	Sam Pelham
13070	Somewhat unsafe	Somewhat safe	<p>I like that the bike symbols show that you should claim the lane (which is safer) but I would like to see the roundabout narrowed as much as possible to reduce the speed (and possibility that cars will try an dangerous overtake) If it is wide then it encourage cars to try squeeze past which is very dangerous (and terrifying) I know that buses use this intersection and they require a larger turning circle so to accommodate this it would be good to have a larger mountable surface so they can still make it around the round about while forcing cars to slow down. Or if the "apron" of the round about has a cobblestone surface so that you could drive over it but only at slow speeds while still allowing large vehicles to easily traverse the round about.</p> <p>Also separately I don't understand why the speed humps don't line up with the crossing points (and why they are not pedestrian crossings) I found in my personal experience that if there is a pedestrian crossing with no safety platform then there is a low chance that a car will bother to stop for you, whereas when you raise up the pedestrian crossing to the level of the pavement compliance increases to almost 100% because they have to slow down. Since the crossing point is after the bump then I think this is where cars would be hitting the accelerator and speeding up making it unsafe for a pedestrian crossing.</p>	George Laxton
13082	Somewhat unsafe	Somewhat safe	There are times when I am happy to bike through this intersection and times when I use the refuges as a safer option. Worst is going through on Bower Ave travelling South as vehicles accelerate out of the intersection and overtake you. These changes will help.	Anne Scott
13086	Very unsafe	Somewhat safe	<p>Please run an education campaign around what sharrows are, targetted at both drivers and cyclists of all ages (multiple platforms are needed to reach different age ranges). When everyone knows what sharrows mean, and drivers understand that cyclists are meant to take the lane at intersections, I will feel a lot safer doing this. Currently it is very dangerous as most drivers want me to keep left and don't understand the road code for cyclists (as they've never needed to read it). I'm looking forward to slower speeds all across the city, especially in the greater area around schools (not just right outside the gate) and at busy intersections like this. Everything is safer at slower speeds.</p> <p>I really like safe speed platforms and speed humps entering and exiting roundabouts. Most drivers approach intersections way too fast, so these speed humps set back a little further will help teach drivers to slow down earlier before intersections (hopefully). I like the location of the speed humps and pedestrian refuge island crossings. Good idea to narrow the lanes as well (encouraging slower speeds and training cyclists to claim the lane), however the island south of BP near the Bower Ave entrance/exit forces cyclists to move into the general vehicle lane before any sharrow markings. I assume this island is to make the entrance/exit of BP on Bower Ave safer by prevent parking, but can this be achieved in another way that doesn't endanger cyclists?</p> <p>I support making this a single-lane roundabout all the way around instead of the two lanes on the Travis Rd approach.</p> <ul style="list-style-type: none"> • I support the need to upgrade this intersection as vehicles often come into this roundabout too fast and/or accelerate out, particularly those coming through the roundabout to go south on Bower Street. As busy times this intersection can get very congested for cyclists, pedestrians and vehicles. • I support the use of speed humps to slow the traffic. • I support the shared path on the North West corner. • Less confident cyclists feel unsafe when the road design forces them into taking the lane with heavy traffic. The northwest corner allows for an alternative option (the shared path). Could the southwest (BP) and southeast (Hopmans on Rookwood) corners also be made into shared paths with appropriate treatments/signage at the entrance/exit to BP and Hopmans (on Rookwood)? I understand space is a limitation with the existing kerbs and channels, and buses need a minimum width to negotiate roundabouts. • I support the use of sharrows on the intersection. • Please make sure the island refuges have plenty of space for two bikes to wait side-by-side. Please consider larger bikes such as cargo bikes (2 metres long, 1 metre wide) or cycle trailers that could be carrying children, trikes, and other mobility devices. • Please provide hand rails at the island refuges and either side of the crossing (on the outside of the path of travel, so you're not turning into/around the hand rail) • The Bower Ave crossing by Hopman Motors floods when it rains and is slow to drain away creating an accessibility problem. • The surface of the intersection needs some improvement • On the BP garage side of Bower Ave there is a service grate in line with the existing crossing that needs some repairs as it is a trip and tyre hazard. 	Fiona Bennetts

I am like most motorist that is getting sick of tired of intersections that are being revamped with raised speed platforms and speed bumps. We hear the same old crap that we have to make it safe for pedestrians and cyclist.

I have no idea what the council is try to achieve by placing speed bumps just a few metres form an intersection or in front of pedestrian safety islands such as those that are placed on Worcester St. I live between the two of them and I can you that there is no justification of having them. I see very few people actually walking along Worcester St.

Why is necessary to have a safe speed platform at the Waimairi road crossing when you have a set of traffic lights? I personally believe that it total waste of time and money.

We have seen this at number of areas around Christchurch where the council has put in separate cycle lanes, then find out that they also have a shared footpath. Looking at Curletts rd and Main south road intersection this is also the case.

Looking at the changes to Shirley Road/ Marshland Road/ Shirley /Hills rd/Warrington ST. Once again the council is planning on having speed platform on all approaches and speed platform, raised zebra crossing. Once again I don't support having them. Christchurch City Council is under the illusion that speed is the problem at intersections when it is not.

Travis/Bower/Rockwood Intersection.

What is the point of having speed bump entering and exiting a roundabout? If the council was really serious about safety of the children then why not remove the roundabout and replace it with traffic lights. There is no need to have speed bumps or speed platforms.

Bridge St and Estuary Rd. Once again raised platform as you enter the roundabout. What I don't understand why is it that Travis/Bower intersection has speed bumps both entering and exiting while Bridge St / Estuary only has speed bumps entering this intersection. This doesn't make any sense to me.

As you can see that I am totally opposed to raised speed platforms and speed bumps. My observation while sitting at traffic lights that the problem is not speed but people driving through the intersection on a red light. On a number of times I had to wait while having a green light for the intersection is clear. I also seen a number of pedestrians walk across the intersection forcing drivers to stop while they walk in front of the vehicle.

Another word that is thrown around is safety. How safe is for cyclist travelling along St Asaph St when their view is blocked vehicles even driver have to be careful when exiting the vehicle or finding trucks and buses cannot stay in their own lane. Bus lane along Moorhouse Ave. If you don't let them in the driver will push their way in and force you into another lane, then there's Lincoln Rd how safe do you think it is safe for cyclist to share the same piece of road as buses.

What I also find rather amusing that Victoria St is 30 km/h until you reach two intersections where the speed limit is increased to 50 km/h then reduces back to 30 km/h. The same as Pages Rd 50 km/h Pages Rd /Anzac intersection the speed limit increases to 70 km/h.

What I also find puzzling is why new speed bumps placed on Ngarimu St, Holland St has two which are about 30 feet apart then on the corner of Holland St and Rowcliffe Cres. I can understand if they were by the school which they are not.

Christchurch City Council and New Zealand Transport are fixated on reducing speed limits by introducing speed platforms and speed bumps. It time that Christchurch City Council put a stop to wasting money on these platforms and start repairing roads. One road that's

need to repaired is Ruru Rd that runs between Cuthberts Rd and Dyers Rd many people use this road going to the refuse station.

I would also like to apologise for my rant. I am just feed up with the state of our road while this money is being spent on speed platforms and bumps. I am regular user of Lincoln Rd and Whiteleigh Ave and recently I had have all four bushes replaced on my vehicle.

Thanks

Kyle Haskell



5 December 2023

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Thank you for the opportunity to provide feedback on the Christchurch City Council's Travis/Bower/Rookwood intersection safety improvements consultation. Environment Canterbury is the main public transport provider in the Canterbury region. Our network in Greater Christchurch consists of urban buses, school buses and a ferry service. Please find our comments below.

- Environment Canterbury are supportive of the provision of measures to improve the safety of all users of the transport network. We support lowering vehicle speeds to enhance safety. However, we believe that the provision of speed platforms/ tables on public transport routes unfairly disadvantage public transport in relation to private cars, which is contrary to the intent of CCC's Strategic Transport Plan. We would prefer to see the provision of alternative measures such as lowering speed limits and actively enforcing the lower limits and the appropriate use of speed cushions which do not affect public transport vehicles.
- In addition, as part of these projects, we would like to see measures to increase the relative competitiveness of public transport incorporated into the planning and delivery of such interventions. This could include measures such as queue jump arrangements, signal priority, bus stop improvements and increased safety of access to bus stops.

Next steps

- We request that Environment Canterbury's Public Transport Team are included in the project team working on the detailed design.
- We also request that Environment Canterbury's public transport operations team is notified of any temporary traffic management in advance of implementation to ensure impacts to customers is minimised.

Thank you for the opportunity to provide this submission. For any clarification on points within this submission please feel free to contact me at Derek.walsh@ecan.govt.nz

Yours faithfully,

Derek Walsh

Submission #13053

Operations Manager

Environment Canterbury



UC Climate Action Club

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Travis/Bower/Rookwood Intersection Improvements Submission

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2023-12-4



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Summary

UC CAC supports the changes proposed as a starting point. UC CAC also points out the context of the climate crisis, and car dependency and its negative effects, such as pollution, cost of living, and death (**section 1**). Therefore, UC CAC suggests that instead of undertaking these safety improvements CCC simply closes the roads affected by this project to unauthorised cars, allowing only public and active transport instead (**section 2**).

1 Introduction & Background

- 1.1 UC CAC represents the staff, students, and alumni of the University of Canterbury who hold in common a concern for people and planet in the face of the climate crisis.
- 1.2 UC CAC is pleased to have the opportunity to submit on the safety improvements project for Shirley intersections. This submission consists of the introduction (**section 1**), in which we discuss the broader context for safety in the climate crisis (para.s **1.3 - 1.6**) and in general (para.s **1.7 - 1.17**), our responses to the proposed changes (**section 2**), and our conclusion (**section 3**). References are footnoted and provided in bibliography list form (**section 4**).
- 1.3 UC CAC acknowledges that we are in a climate emergency, which [Christchurch City Council \(CCC\) declared in 2019](#).¹ This emergency has resulted in disasters worldwide, which have displaced, injured, and killed thousands.² One of these disasters was the Auckland Anniversary Floods, which killed four people.³ Immediately following this disaster was Cyclone Gabrielle, which killed a further 11.⁴ Both of these disasters caused immense damage to the people, cities, towns, and infrastructure of Aotearoa New Zealand ("Ao/NZ").⁵ Sea level rise threatens Ōtautahi's coastal areas, including New

¹ Christchurch City Council, "Christchurch City Council declares climate emergency", Christchurch City Council Newsline, 2019-5-23, <https://newsline.ccc.govt.nz/news/story/christchurch-city-council-declares-climate-emergency>.

² Ministry for the Environment, "The science linking extreme weather and climate change", Ministry for the Environment News and Updates, 2023-2-3, <https://environment.govt.nz/news/the-science-linking-extreme-weather-and-climate-change>.

³ NZ Herald, "Auckland flood victims: The four people killed in extreme and unprecedented weather event", RNZ, 2023-1-31, <https://www.rnz.co.nz/news/national/483404/auckland-flood-victims-the-four-people-killed-in-extreme-and-unprecedented-weather-event>.

⁴ Cherie Howie, "Cyclone Gabrielle: Who are the 11 victims?", RNZ, 2023-2-20, <https://www.rnz.co.nz/news/national/484536/cyclone-gabrielle-who-are-the-11-victims>.

⁵ Tom Pullar-Strecker, "Repair bill from cyclone and Auckland floods at least \$9b, Treasury estimates", Stuff, 2023-4-27, <https://www.stuff.co.nz/business/131883544/repair-bill-from-cyclone-and-auckland-floods-at-least-9b-treasury-estimates>.



Travis/Bower/Rookwood Intersection Improvements Submission

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Brighton, the area of the proposed improvements.⁶ These problems will only worsen as the climate crisis continues.⁷

- 1.4 UC CAC notes that the scientific consensus on the climate emergency attributes the climate crisis in large part to greenhouse gas emissions caused by human activity.⁸ UC CAC takes the position that the increasing scale of climate-related disasters around the world should be prevented. Therefore, UC CAC recommends that all bodies reach negative emissions as soon as possible to limit the extent of the climate crisis.
- 1.5 We know that most readers are aware of these facts. They are included to illustrate the urgency, scale, and severity of the climate crisis; to underscore the need for immediate climate action; and to demonstrate the significant risk to safety in Aotearoa New Zealand posed by climate change. At this stage, the climate crisis must be a factor in every decision made by bodies such as CCC.
- 1.6 In Ōtautahi Christchurch, a significant source of emissions is land transport.⁹ Therefore, to achieve net negative emissions, CCC must do everything it can to curtail land transport emissions (which are Ao/NZ's fastest-growing emissions sector¹⁰). There are two principal ways to reduce these "enabled emissions" (the "enabling" is by the transport system). One is to encourage zero-emissions transport, such as active transport and busses. The other is to reduce encouragement of transport by cars, SUVs, and utes (collectively "cars").¹¹ This is a significant step that CCC can take for the safety of its residents, as the climate crisis is a significant safety risk, as above (in para. 1.5).
- 1.7 One major encouragement for high-emissions transport modes such as cars is the phenomenon of "induced demand", in which the existence of infrastructure for cars

⁶ Tina Law, "Sinking coastlines mean parts of Christchurch will feel impact of sea-level rise earlier than expected", Stuff, 2022-5-2, <https://www.stuff.co.nz/the-press/news/128505544/sinking-coastlines-mean-parts-of-christchurch-will-feel-impact-of-sealevel-rise-earlier-than-expected>.

⁷ Ministry for the Environment, above: No 2.

⁸ IPCC Core Writing Team, "Summary for Policymakers", *Climate Change 2023: Synthesis Report*: pp. 1-34. doi: 10.59327/IPCC/AR6-9789291691647.001

⁹ CCC Smartview, "Our transport emissions", Christchurch City Council Smartview, accessed 2023-11-13, <https://smartview.ccc.govt.nz/apps/emissions/?transport>.

¹⁰ Waka Kotahi, "Climate Change", Waka Kotahi, accessed 2023-11-13, <https://www.nzta.govt.nz/roads-and-rail/highways-information-portal/technical-disciplines/environment-and-sustainability-in-our-operations/environmental-technical-areas/climate-change>.

¹¹ Waka Kotahi, "Climate Change Mitigation", Waka Kotahi, accessed 2023-11-13, <https://www.nzta.govt.nz/roads-and-rail/highways-information-portal/technical-disciplines/environment-and-sustainability-in-our-operations/environmental-technical-areas/climate-change/climate-change-mitigation>.



Travis/Bower/Rookwood Intersection Improvements Submission

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causes more people to use cars for transport.¹² In other words: infrastructure for cars always fills to its capacity for congestion. It is thus inappropriate to frame safety projects as “increasing” congestion unless they increase the number of cars on the road: infrastructure itself cannot “increase” congestion. The induced demand phenomenon is therefore a major factor in ever-increasing transport emissions. This means that there is little point in considering whether changes increase or decrease congestion, so this should not be a factor in infrastructure decision-making.

1.8 Conversely, the induced demand phenomenon applied to active and public transport infrastructure, can play a significant role in decreasing transport emissions by encouraging zero-emissions transport. Therefore, to increase safety outcomes relating to climate change, CCC must induce demand for active and public transport.

1.9 The current transport situation in Ao/NZ and Ōtautahi Christchurch can be described as “car-centric”, or “car dependent”: transport infrastructure heavily incentivises travel by cars, with all its concomitant climate effects detailed above (in para.s 1.3 – 1.6). But there are further negative effects to car dependence beyond climate destruction.

1.10 Car dependence forces commuters to pay not only for car maintenance (including repairs, registration, road user charges, insurance, and regular replacement), but also for petrol, which is consistently noted as a major part of the cost of living crisis in Ao/NZ.¹³

1.11 Cars are also a major cause of pollution in Ao/NZ, which causes negative health outcomes for thousands of people every year, putting strain on the health system and decreasing quality of life for everybody exposed to pollutants, which are more common in urban areas such as Ōtautahi Christchurch.¹⁴ This is a negative safety outcome.

1.12 The most confronting of the consequences of car-centrism, however, is the “road toll”.¹⁵ This is the price that Ao/NZ pays in lives for its car-dependence. At the time of

¹² Simon Kingham, “Congestion and Emissions”, Ministry of Transport, accessed 2023-11-13, <https://www.transport.govt.nz/about-us/chief-science-advisor>.

¹³ Brianna McIlraith, “New Zealanders Stuck in a ‘car dependency cycle’ as fuel likely to rise to record-breaking prices”, Stuff, 2023-9-19, <https://www.stuff.co.nz/business/money/132964784/new-zealanders-stuck-in-a-car-dependency-cycle-as-fuel-likely-to-rise-to-record-breaking-prices>.

¹⁴ Marc Daalder, “The Invisible Killer: New Zealand’s air pollution crisis”, Newsroom, 2023-10-11, <https://www.newsroom.co.nz/the-invisible-killer-new-zealands-air-pollution-crisis>.

¹⁵ Hulya Gilbert and Marco te Brömmelstroet, “Our children are the victims of road violence. We need to talk about the deadly norms of car use”, The Conversation, 2023-11-2, <https://theconversation.com/our-children-are-victims-of-road-violence-we-need-to-talk-about-the-deadly-norms-of-car-use-214476>.



Travis/Bower/Rookwood Intersection Improvements Submission

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writing, there have been 284 deaths on the roads in Aotearoa New Zealand in 2023. In 2022, there were 373, and 318 in 2021.¹⁶ The number of injuries is even higher.¹⁷ UC CAC takes the moral position that even one death or injury caused by car crashes is too many deaths or injuries caused by car crashes, and that every government body should do everything in its power to reduce these numbers.

- 1.13 We are certain that many readers will be aware of the phenomenon of car dependency, and of the consequences thereof. This overview is included to inform those who are not aware, and to reiterate to the already aware the extent of the harmful effects of car dependency to show the urgency of the need to counteract it.
- 1.14 This submission is written in relation to the various improvements that CCC is proposing to install to the Travis/Bower/Rookwood intersection. We have chosen to submit on these improvements because of their potential to reduce car dependency in Ōtautahi Christchurch, which, as above (in para.s 1.3 – 1.6), has direct bearing on the climate crisis, as well as on the other harmful effects of car dependence.
- 1.15 UC CAC understands this project’s purpose to be enhancing safety. We have provided the information above (in para.s 1.3 – 1.11) to situate safety improvements in context. Increasing safety is a worthy goal, which we congratulate CCC for prioritising, but this project exists in a broader context in which the safety of every person in Ōtautahi Christchurch is threatened not only by the prospect of car injuries but also by the climate crisis, air pollution, and the negative health and safety outcomes of car dependency.
- 1.16 We further note that CCC admits (citing NZTA) that intersections are the parts of roads which create the most risk of car crashes, and therefore of injury and death. UC CAC considers that, for the safety of Ōtautahi Christchurch residents, the number of intersections that cars can travel through should be kept as low as possible to prevent undue risk of crashing, and therefore that CCC should proactively close intersections to cars in order to uphold safety, including in Shirley around the shopping areas, schools, and amenities in Shirley.

¹⁶ Ministry of Transport, “Daily updated provisional road deaths”, Ministry of Transport, accessed 2023-11-13, <https://www.transport.govt.nz/statistics-and-insights/safety-road-deaths>.

¹⁷ Environmental Health Intelligence New Zealand, “Road traffic injury deaths and hospitalisations”, Massey University, accessed 2023-11-13, <https://www.ehinz.ac.nz/indicators/transport/road-traffic-injury-deaths-and-hospitalisations>.



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2 The Proposals

- 2.1 Our position on these proposals is informed by the principles above. We agree with the safety focus of this project, and are deeply concerned that intersections are the most likely sites for car crashes. We therefore believe that a legitimate option for increasing safety is decreasing the number of intersections, and reducing traffic flow through them to reduce the number of potential vehicle interactions which could cause crashes. As there is an ongoing climate crisis, and car dependency presents significant detriments to society, we do not accept that projects should not have regard for decreasing people's ability to use cars. Rather, we believe that they *should* have regard for this, and set reducing car dependency as an *aim*.
- 2.2 UC CAC's recommendation is for Travis Road, Bower Avenue, and Rookwood Avenue to be closed to all motor vehicles except for buses, open only to public and active transport (as well as, we recognise, authorised vehicles), by removing the roundabout and installing special purpose lanes (bus and bicycle lanes). This is the simplest method to reduce the number of intersection interactions which could result in crashes, thereby being the most successful method to ensure safety at the intersections concerned. It will also decrease the other negative health and safety outcomes we have discussed, such as CCC's climate crisis contributions and pollution. Further, any remaining space unused for public and active transport should be used for trees and green space to make further reductions to CCC's climate crisis and pollution contributions.
- 2.3 We recognise that during implementation of such a plan, there would have to be a grace period for residents to ensure they have non-car travel arrangements. Ultimately, however, reduction of interactions between drivers will ensure a safety outcome of nearly zero car crashes in the affected area in future. Further, by reducing car traffic, the safety outcome of mitigating the climate crisis will be achieved, and, similarly, by reducing car traffic in this area, the negative health outcomes associated with pollution will be greatly reduced. These are safety outcomes not offered by CCC's current proposals. Therefore, we believe that the loss of convenience for those unwilling to adopt alternate transport arrangements on these roads is far outweighed by the benefits of our proposal, which we also believe would make Shirley far more vibrant.¹⁸
- 2.4 Because of induced demand, and because there are many alternate routes in the eastern part of the city, this will not prevent people from reaching their destinations.

¹⁸ Beliefs of the executive committee of the UC Climate Action Club.



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- 2.5** We understand that CCC is willing to compromise between safety outcomes and traffic flow, however. Therefore, we also support the current proposals being implemented unaltered, as they will still have positive outcomes. We oppose any consideration of implementing less than CCC's current proposals.



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3 Conclusion

3.1 To conclude, UC CAC would remind CCC and the elected councillors of their moral obligation to uphold the health and safety of every resident of Ōtautahi Christchurch, which necessarily requires considering the dangerous and harmful effects not only of climate change, but also of car dependency. Given the context of the climate crisis, car dependency, and the over 100 crashes in the last decade in the affected area,¹⁹ these proposals are the bare minimum that CCC should implement. These changes should not be watered down or reduced. Rather, a much more extensive program, in line with our suggestions, should be implemented instead. This would indicate CCC's willingness to boldly face the climate crisis and car dependency, as young people expect nothing less than total protection for their futures, and UC CAC exists to express that expectation, to CCC and other bodies. All residents of Ōtautahi Christchurch are entitled to expect from CCC protection from car accidents, pollution, the climate crisis, and all other negative effects of car, including those who submit against projects such as this.

3.2 UC CAC would like to continue to be involved in any further stages of consultation for this project, including by presenting to hearings panels. Please contact our secretary, Joseph J Fullerton, for any questions, clarifications, or follow-ups. Contact details are enclosed in this letter, and are provided below:

Email: <mailto:ucclimateactionclub@gmail.com>

Phone: 028 469 8861

— Joseph J Fullerton,
Secretary,
UC Climate Action Club (<mailto:ucclimateactionclub@gmail.com>, 028 469 8861)

¹⁹ Christchurch City Council, above: № 18.



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Travis/Bower/Rookwood Intersection Improvements Submission

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UC Climate Action Club

The University of Canterbury Climate Action Club: a community coming together for people and planet

Contact us at: ucclimateactionclub@gmail.com

028 469 8861

Travis/Bower/Rookwood Intersection Improvements Submission

This submission is authorised by the executive committee of the UC Climate Action Club.

[disciplines/environment-and-sustainability-in-our-operations/environmental-technical-areas/climate-change/climate-change-mitigation.](#)



Travis / Bower / Rookwood Intersection

Submission from Spokes Canterbury

Reference: <https://letstalk.ccc.govt.nz/TBRsafety>

Tēnā koutou katoa

Thank you for the opportunity to comment on Travis.

Introduction

Spokes Canterbury (<http://www.spokes.org.nz/>) is a local cycling advocacy group with approximately 1,200 followers. Spokes is affiliated with the national Cycling Action Network (CAN – <https://can.org.nz/>). Spokes is dedicated to including cycling as an everyday form of transport in the greater Christchurch and Canterbury areas. Spokes has a long history of advocacy in this space including writing submissions, presenting to councils, and working collaboratively with others in the active transport space. We focus on the need for safe cycling for those aged 8 to 80.

This intersection is used by a lot of cyclists and pedestrians as it is a key connector to many services and amenities in the area. School children and parents use this intersection to get to Avonside Girls, Shirley Boys, Rawhiti School and a number of Preschools in the area. It provides access to QEII, the red zone and Avon River, and the Beach. Cyclists from around the city use this intersection frequently as it connects into a number of good cycleways to the City Centre and the North West with Brighton and Parklands.

Spokes:

- Supports the need to upgrade this intersection as vehicles often come into this roundabout too fast and/or accelerate out, particularly those coming through the roundabout to go south on Bower Street. As busy times this intersection can get very congested for cyclists, pedestrians and vehicles.
- Supports the use of speed humps to slow the traffic
- Supports the shared path on the North West corner.
- Less confident cyclists feel unsafe when the road design forces them into taking the lane with heavy traffic. The North West corner allows for an alternative. However there are two islands, one going north on Bower Ave and one going West on Rookwood Ave that are problematic. We would prefer that there is a shared path where there is enough space. It would require some warning treatment over the BP entrance way.
- Supports the use of sharrows on the intersection.
- Please make sure the island refuges have plenty of space for two bikes to wait. Consider larger bikes such as cargo bikes that could be carrying children, trikes and other mobility devices.
- Provide safety hoops at the island refuges.
- The Bower Ave crossing by Hopman Motors floods when it rains and is slow to drain away creating an accessibility problem.

Submission #13083

- The surface of the intersection needs some improvement
- On the BP garage side of Bower Ave there is a service grate in line with the existing crossing that needs some repairs as it is a trip and tyre hazard.

I would like the opportunity to present to the Community Board on this submission and I am happy to discuss or clarify any issues that arise.

Anne Scott
Submissions Co-ordinator
Spokes Canterbury
submissions@spokes.org.nz



Submission on the Christchurch City Council - Travis / Bower / Rookwood intersection safety improvements

To: Christchurch City Council

Name of submitter: Ministry of Education Te Tāhuhu o Te Mātauranga ('the Ministry')

Address for service: C/-Beca Ltd
PO Box 13960
Christchurch 8141

Attention: Daly Williams

Phone: 03 371 3664

Email: daly.williams@beca.com

This is feedback on the Christchurch City Council Travis / Bower / Rookwood intersection safety improvements

Background

The Ministry is the Government's lead advisor on the New Zealand education system, shaping direction for education agencies and providers and contributing to the Government's goals for education. The Ministry assesses population changes, school roll fluctuations and other trends and challenges impacting on education provision at all levels of the education network to identify changing needs within the network so the Ministry can respond effectively.

The Ministry has responsibility for all education property owned by the Crown. This involves managing the existing property portfolio, upgrading, and improving the portfolio, purchasing, and constructing new property to meet increased demand, identifying and disposing of surplus State school sector property, and managing teacher and caretaker housing. The Ministry is therefore a considerable stakeholder in terms of activities that may impact on existing and future educational facilities and assets in the Christchurch district.

The Ministry of Education's submission is:

It is understood that Christchurch City Council (CCC) are proposing various safety improvements to the intersection of Travis Road, Bower Avenue, and Rockwood Avenue to provide a safer traffic environment.

The intersection is heavily used by people cycling, driving and walking, including school-aged tamariki and rangatahi from nearby Avonside Girl's High School, Shirley Boys' High School, and Rāwhiti School – noting Avonside Girl's High School and Shirley Boys' High School are located approximately 130m to 230m to the northwest of the intersection, and Rāwhiti School is located approximately 480m east of the intersection.

The Ministry has an interest in relation to the effects of the proposed safety improvements on these nearby schools and the safety of ākongā.

The proposed safety improvements are intended to provide for larger pedestrian islands, provide for clear cycle routes, and slow the speed of vehicles travelling through the roundabout from all four approaches and exits. Raised safety platforms are proposed to be installed on all four approaches and exits to the intersection, which are designed to slow traffic and reduce the risk of collisions.

The Ministry understand as part of the suite of safety improvements, CCC are also proposing to:

- Speed bumps on each lane approaching and exiting of the roundabout — eight in total.
- Removal of the left-turn lane on Travis Road to Bower Avenue to increase the footpath width. This will help to cater for the large number of pedestrians that use the intersection before and after school.
- Larger pedestrian refuge islands at each of the four approaches to the roundabout, where the current flush medians are positioned. This will allow more people to cross the road safely during peak times such as before and after school and narrow the road to slow traffic down.
- Low curb extensions on the Bower Avenue entrance to BP petrol station on Bower Avenue and outside Hopman Motors on Rookwood Avenue, to slow vehicles travelling towards the roundabout and give all road users more time before merging. These curb extensions will also prevent vehicles turning too early and mounting the kerb, minimising the chance of a vehicle-pedestrian crash.
- Sharrow markings at each approach to the roundabout to indicate that cyclists need to merge into the traffic lane so they can ride through the roundabout.

This Ministry acknowledges that the above approach supports Road to Zero, New Zealand's national road safety strategy where no one is killed or seriously injured in road crashes.

The Ministry's position on the proposed improvements

The proposed safety improvements will have a positive effect on nearby Avonside Girl's High School, Shirley Boys' High School, and Rāwhiti Schools and will provide a safer transport environment for ākonga and kaimahi travelling to and from these schools via the intersection.

The proposed safety improvements will not only enhance vehicle user safety, but also the improve the safety of pedestrians and users of active modes of transport commuting to and from these schools.

The Ministry express support for the proposed Travis Road, Bower Avenue, and Rockwood Avenue safety improvements and is supportive of the proposed improvements in its current form.

To ensure safety is not impacted during the construction phase, the Ministry requests Council appropriately mitigate potential construction impacts (including dust, noise, heavy vehicle movements) and provide for appropriate traffic management methodologies to mitigate any potential safety risks during this phase.

The Ministry request that Christchurch City Council communicate with Avonside Girl's High School, Shirley Boys' High School, and Rāwhiti School when the construction timeframe is confirmed to ensure appropriate communication can go out to the school community regarding diversions, construction safety risks, and any other matters of relevance.

The Ministry contact person for asset planning is Walter Lettink. Contact details for Walter are:

Walter Lettink
 Infrastructure Manager- Asset Planning
 +6433787805
 Walter.Lettink@education.govt.nz

Daly Williams

Daly Williams
Planner- Beca Ltd
(Consultant to the Ministry of Education)
Date: 4/12/2023



31 October 2023

To whom it may concern:

RE: Travis Road and Bower Road intersection- draft plan

Thank you for the opportunity to provide feedback on the proposed plans to introduce traffic calming measures on the Travis Road and Bower Road intersection.

It would be helpful to better understand the issues identified by Christchurch City Council at this location and how the proposed measures will support rectification of the identified issues. In the absence of this detail, Go Bus can however provide the following feedback:

Feedback on current draft plan:

1. The loss of the turning lane heading east is concerning and will cause significant delays at peak times which will likely negatively impact travel time reliability in and around this area.
2. It is noted that Shirley Boys' and Avonside Girls' High Schools have a left turn only policy from their grounds therefore directing all the traffic towards the roundabout at peak times. This is especially concerning with the proposed reduction and removal of the L/H turning lane. Has the impact of this been modelled with respect to delays in the local roading network and on public transport?
3. The introduction of speed humps on both entry into and exit from the roundabout seem a redundant measure. By default, vehicles will need to reduce speed to negotiate the roundabout. Additional signage could be used instead of speed humps to help promote and encourage the desired behaviour at this intersection. This could be supported by local media and promotion as required.

Follow up- additional information requested:

- Please provide a summary of the validated issues which are being addressed with the proposed measures at this location?
- Why are the proposed measures deemed fit for purpose at this location?
- What other options have been considered at this location? Have any of them been trialled, either in isolation, or collectively, if so, over what period and what were the outcomes of such trials?
- What was the rationale as to why any of the options have been discounted and how was this evaluated/ measured?
- Similar treatments have been recently constructed on Richmond Ave/ Whincops Road- which would likely have a lower volume of daily vehicle movements. On what basis is a similar treatment being proposed for potentially a busier location?

- Has a swept path analysis been conducted to ensure that the proposed kerbs do not impact bus (minimum length 11.5m) movements or cause damage?
- Is a speed limit reduction being proposed in this location?
- Has there been a significant increase in traffic movements in this area to justify the introduction of traffic calming measures? If so, over what period was this calculated?
- What other intersections are currently being monitored for an increase in traffic movements?

Go Bus look forward to ongoing and meaningful dialogue about future plans which may impact bus routes. A timely response to the above queries would also be appreciated to help fully inform our view on the proposed plans at Travis Road and Bower Road intersection.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'BD', followed by a horizontal line extending to the right.

Bob Dennison

Operations Support Manager- Christchurch
Go Bus Transport