

Cashmere Road / Worsleys Road/ Hoon Hay Road submissions

186 in total

Option 1	No. of submitters	Option 2	No. of submitters
Yes – generally support	79 (42%)	Yes – generally support	24 (13%)
Yes – generally support, but with concerns	66 (35%)	Yes – generally support, but with concerns	18 (10%)
No – do not support	25 (14%)	No – do not support	89 (48%)
Not indicated/box blank	16 (9%)	Not indicated/box blank	55 (29%)
Total	186	Total	186

No.	Sub ID	First name	Suburb	Town / City	I / We	I / We	Comments - please be as specific as possible to help us understand your views
1.	6456	Anne	Cracroft	Christchurch	Support option one		<p>Hi Tara</p> <p>Please accept this submission on behalf of the Worsley's Cashmere Road intersection.</p> <p>We fully support the lights at this intersection. It is a particularly dangerous intersection at times and with the Park there is an increased number of cyclists using this area. Safety for us is of the utmost importance. The introduction of cycle lanes we are obviously fully supportive of. Our neighbours are of particular importance to us so we fully support the introduction of speed humps on Worsley's Road - for safety reasons and to ensure that any of our visitors limit the impact on our neighbours.</p> <p>The Park while it definitely drives more traffic to the area doesn't actually impact that much on the peak times when this intersection is particularly difficult to navigate. When we are open (operating) we don't open to 10am missing the morning rush and close later at 8am again missing rush hour. In the 8 weeks that we were open we put through 50,000 visitors. This will have an impact on the surrounding roads and intersection. Anything we can do to make this a more enjoyable and safer experience for all involved is 100% supported by the Christchurch Adventure Park.</p> <p>We would support option 1. putting the parking spaces on the north side of cashmere road.</p> <p>If you require any further information or support from the Adventure Park then please don't hesitate to get in contact with us.</p> <p>Kind Regards Anne</p>
2.	6452	Hazel	Somerfield	Christchurch	Have some concerns		<p>It makes sense not to have car parking on the s. side of Cashmere Road, opposite the Shopping Centre - given that the road is busy and the corner by the bridge nearby, it's not the safest place to cross the road. There's sufficient parking in the Shopping Centre car park, so why is car parking needed on the N. side of the road too?</p> <p>Removing trees and the bus stop to improve visibility seems sensible and replanting makes sense, why not choose native species though?</p>
3.	6392	Amanda	Cashmere	Christchurch	Have some concerns	Do not support option two	<p>Sadly we were unable to attend the drop-in session on the Mon 14 Aug. Do you plan on having any further sessions?</p> <p>Our main concern is re the proposed bus stop site: it is a reasonably difficult exercise to enter and exit the shopping centre now - but even to turn left on exiting, we are worried about having to turn and possibly give way to buses leaving that new stop. (People drive fast there from Cashmere Road and tailgate leading to rear end accidents).</p> <p>The bus stop being situated there would be difficult for pedestrians and cyclists too.</p> <p>As we live off Bengal Drive, we are also (selfishly) concerned re being able to turn right especially in the mornings. Will the traffic lights provide a gap in traffic? many of us resort to turning left then right over the small bridge which can cause problems too.</p> <p>Have spoken to Tara - thank you for being available and having clearly written information for our community</p>
4.	6391	Iris & Matt	Cracroft	Christchurch	Have some concerns		<ol style="list-style-type: none"> 1. Leave the bus stop at 170 Hoon Hay Road and use the area on Cashmere Road for additional car parking for shops. 2. The use of shared road/cycle carriage way in Worsleys Road is potentially dangerous, particularly near the Cashmere Road end. Vehicles come around the corner at speed and wouldn't expect a cyclist in the middle of the road. 3. Need to create off road cycle way for potential bike park attendees 4. Continuation of speed humps right up the flat part of Worsleys to control speed - vehicles coming down hill and going up hill at speed - cyclists go all the way up Worsleys Road - not only to the bike park

5.	6390	D A & K M	Cracroft	Christchurch	Support option one		Please extend yellow lines along and in front of No 3 Worsleys Road OR put a yellow line back from No 5 entrance towards Cashmere Road for 2 metres so we can get into our driveway at No. 5
6.	6389	Don	Cracroft	Christchurch	Support option one		
7.	6381	Rachael			Support option two		<p>We support Option 2 -</p> <p>Dispersing car parks to both sides of the road is a better outcome, as when it's busy turning around here gets difficult. This also means there's less parked cars for cyclists to go past heading East.</p> <p>The traffic calming measures along Blakiston Street, Mavin Road and Kaiwera Street are great as a lot of people already take these as short cuts, and because of the straight lengths, and especially at night, this can happen at speed (which can get unnerving).</p> <p>It would be great to see some planting through the grass verges at road hump locations (even just strips of tussocks or libertia here), but I understand that may be beyond budget. This would help make the road humps something better than purely a utilitarian consideration.</p> <p>Looking at the four intersection narrowing/threshold treatments - while there may be more space at the entrance to Hurunui Street to fit tree planting, it's inequitable that there's no garden areas at all indicated (though it's early in the process) for the threshold entrances to Blakiston, Mavin and Kaiwara. At least some smaller planting (shrubs/ground cover species) should fit here.</p> <p>It's a shame there isn't seen to be room to replace more of the tree planting at the intersection of Hoon Hay Road and Cashmere Road. Has the project team landscape architect had a change to consider smaller or more upright species here? Clear stemmed trees cause no more visibility issues than signage posts.</p>
8.	6342	Stephen & Megan	Hoon Hay	Christchurch	Support option one	Do not support option two	<p>We think that native trees, such as Kowhai (Sophora) should be used instead of the exotic cherry, or any other exotic tree species.</p> <p>This is because plantings should be used to increase the biodiversity of the area and to reinforce the Aotearoa New Zealand identity of the area, and in particular Canterbury.</p> <p>We are concerned at the significant reduction in the number of parking spaces on all approaches to the new intersection</p>
9.	6341	John	Cracroft	Christchurch			<p>All that is required on this section of road is:</p> <p>A slow down sign preceding Shalamar Drive on the Princess Margaret approach and followed by a 40 kph sign on the (Girl Guide) west side of the bridge. The existing crossing to the Cracroft shops made a designated pedestrian crossing. On the Cashmere Road approach from Hendersons the same signage of similar distance from the intersection. No restrictive road marking required - as there is a good relatively free left hand turn from Cashmere Road into Worsleys Road already. No speed bumps on Worsleys Road as logging trucks will be bashing over them for as long as one can see - this is the access to a working forest plantation and trucks will not suddenly vanish when removal of wood from the Port Hills fire is over. A smooth slowing of traffic will allow more time for traffic to pass through intersection uninterrupted. All of the proposed options are an extravagant spend with no benefit for locals and road users alike.</p>
10.	6335	Rainer	Cracroft	Christchurch	Support option one	Do not support option two	<p>Relocation of bus stop is good as the bus won't get locked in by traffic any more.</p> <p>Fully support all suggested speed bumps and intersection reshaping as speeding and corner cutting traffic is a major hazard for pedestrians and also cyclists, in particular at Hurunui/Worsleys intersection. Worsleys may need further slowing measures towards Holmcroft intersection.</p> <p>Support removal of on-street parking between traffic lights and bridge as it currently is almost life threatening for cyclists when it is completely parked up on some evenings. maybe the Cracroft Guiding Centre could offer additional paid parking as a fundraising opportunity to make up for the lost on-street carparks?</p>
11.	6334	Ilse	Cracroft	Christchurch	Support option one	Do not support option two	
12.	6307	Doug	Cashmere	Christchurch	Have some concerns	Do not support option two	<p>Generally like option 1 .</p> <p>Please please do NOT relocate bus stop to cashmere road close to bridge. The intersection at cashmere/shalamar drive is already dangerous enough.</p>
13.	6305	Nicole	Hoon hay	Christchurch	Do not support option one	Do not support option two	<p>Submission</p> <p>My name is Nicole, I am an Architect and Urban Designer and reside at 136 Cashmere Road. I have looked at the proposal from the perspective of a property owner and local resident of 17 years, bus user, frequent commuting and recreational cyclist, shop user, pedestrian and 'dog walker' in the local reserves. As well as from a more expert perspective as an urban designer as I deal with these kind of traffic and urban design proposals as part of my profession and am aware of the complexities involved.</p> <p>Firstly, I agree with the necessary realignment and upgrade of the intersection in light of increased traffic in general and have no concerns with pedestrian crossings, traffic lights etc</p> <p>But would like to mention that much of the success will depend on the phasing of the lights.</p> <p>(i.e pedestrian move independent of traffic, right turning arrows are used etc) sadly none of this specific detail could be explained at the community meeting on the 14th of August so there is some uncertainty as to how well the intersection itself will work.</p> <p>However, I do have some major concerns about the shifting of the current busstop from Hoon Hay Road to Cashmere Road for several reasons. The rationale for this provided in the public material and at the community meeting is not very clear and was at times contradictory and lacking the necessary in depth understanding of the local vehicular, cycling and in particular pedestrian movement patterns in the area.</p>

After discussions with neighbours/locals, the local shop owners and shoppers, several bus users, my own teenage children, cyclist and an independent traffic engineer (a colleague) I would like to raise the following concerns with regard to proposed bus stop on Cashmere Road.

1. user convenience Routes

a) speeds up the bus journey - this is not the case for the orbiter as it will still have the same amount of stops but it does remove one stop from the Westmoreland route with minor time savings.

However, this move will disconnect the two routes as the combined stop is very convenient for users to move from one route to the other.

2. user convenience - proximity to catchment area

The catchment area for both bus routes the Orbiter and the Westmorland route are primarily to the north, west and south of the Cracroft shops, there is a very limited number of houses to the east, approx. 10 on Cashmere Road and 8 on Shalamar Drive. Houses on the upper slope of Shalamar Drive use the shortcut via the old stone house to go the intersection.

Out of these 18 house only 5 houses on the northern side of Cashmere Road really benefit of the proximity of the new busstop as the rest has to walk back to the intersection first to cross the road to get to the bus stop or jaywalk which will be a natural behavior for most.

3. safety road hierarchy

The bus stop is currently in the quieter road in a reasonable safe position and is proposed to be shifted to a busier road in a congested position. If there is a choice it is best practice to position the bus stop on the road with less traffic.

4. safety - visibility exiting driveways

This is a major concern from several angles the bend in cashmere road does create hazards as oncoming traffic cannot be seen, this has made existing driveways in particularly on the northern side of cashmere road very difficult to exit and this is further complicated due to the terrain / lower lying properties which impedes sightlines.

5 safety- exit /entry to shop carpark

exiting and entering the shop carpark is already difficult with cars stopping on the road to turn in as well as cars blocking the entry trying to exit turning right. At the same time, there is a steady pedestrian flow on the footpath crossing the entry and large amount of road cyclist particularly on late afternoon and on weekends. Cashmere road itself has on-street parking narrowing the available carriage way significantly. The new road alignment does provide road widening and removes on street parking, but due to the right turning lane and the bus stop as well as some dedicated short-term street parking will make it a very convoluted and congested environment. 98% of bus users will have to double back cross over the carpark entry and use the intersection crossing to get to their houses. This situation does not provide a safe environment.

A bus in the busstop will obscure the visibility for cars exiting and entering the carpark at a point where there is already congestion and often confusion for all road users with the additional right turning lane into Hoon Hay Road this will become very complex to maneuver. The shops are frequented by older people, and school kids during the day and there is a "rush hour's every afternoon and into the evening in particular on Thursday, Friday and Saturday fish and chips / dairy.

6. safety jaywalking from bus stop across Cashmere road

Bus users living on the southern side of Cashmere road, in Worsley Road / Cracroft area and on Shalamar Drive and the new subdivisions in the valley will be inclined to "jaywalk's across Cashmere Road and use the small reserve next to the girl guides as a short cut.

7. safety - cyclist on Cashmere road

Cashmere is a major road cycling route for commuter cycling and recreational cycling a bus pulling in and out of a bay is a major risk for them. There are currently far less cyclists using Hoon Hay Road. With the arrival of the adventure park traffic volumes going into and out of Worsley Road have increased in general but these are mainly cars not cyclist as the majority are downhill riders and their bike geometry is set up for off road use and therefore almost always taken to the venue by car.

When I studied the proposed major cycle routes it was also clear to me that the NorWest Arc will run parallel to Hoon Hay road from smarts bridge using smaller side roads, park and reserves to create a safe network and will further take commuter cyclists off Hoon Hay Road, making the existing bus stop a more desirable location with less conflict between busses and cyclists.

8. safety - passive surveillance for bus users

There will be very little to no passive surveillance on the bus stop as the public shops are too far a way out of sight and the adjacent properties 134, 136 and 138 cashmere road turn their back onto the road to the south and are situated approximately 1.5 to 1.8m below road level. To achieve good passive surveillance bus stops should ideally be located in front of public spaces or active commercial properties. If this is not possible and they have to be located in front of a residential property they should ideally be to the east, north or west of the property so they are exposed to windows and views from active living spaces instead of closed off southern facades.

10. safety for school children - there are a lot of children using the Cashmere road footpath to walk or cycle to schools (Cashmere High , Southern Intermediate, Thorington Primary and Sommerfield Primary) Cashmere road is fairly narrow in this area with a bend that prevents people seeing upcoming traffic, the narrow bridge across at the river further increases risks and

							<p>when combined with the higher traveling speeds of the cars due to a lack of driveways create a dangerous spot for cycling on the road.</p> <p>Children therefore regularly use the footpath from the Hoon Hay intersection all the way to the start of the cycle way along the Heathcote river (commencing at Smarts Bridge)</p> <p>The Bus stop would create a real conflict with this movement on a very narrow footpath with no grassed side berms.</p> <p>11. safety and comfort on cashmere road footpath</p> <p>This footpath along the north of Cashmere Road is the only connection for the Westmorland Lower Hoon Hay and Cracroft/Worsley areas to the recreational walk along the Heathcote River and is also frequently used by dog walkers, runners, mothers with strollers and small children and elderly. For most of the journey the footpath is very narrow and close to the road. This makes it very uncomfortable and unsafe to use particularly with pedestrian movement in both directions. I am aware that this part of the footpath link is outside of the proposed plans. However, shifting the busstop to Cashmere road will a similar layout for the footpath and have the same effect of discomfort and sense of uneasy due to a lack of safety</p> <p>for pedestrians. All grass berms are being removed in favour of widening turning lanes , bus stop and carparks pushing the footpath hard up against property boundaries and the kerb line leaving no space between road users and pedestrians. This is definitely not best practice for a road of this category and with this amount of traffic.</p> <p>12. safety and amenity - relationship of the bus stop and residential activities</p> <p>It is not good practice to locate a bus stop in front of residential properties as they are conflicting activities with regard to the privacy of residential houses.</p> <p>this applies in particular to 138 Cashmere Road with a lounge (2 large windows) approximately 4m set back from the road boundary and 1.5m below road level this will create an unacceptable privacy intrusion with bus patrons overlooking the private areas resulting in this property shutting itself away from the road with high solid fencing , currently fences are open and approx. 1m high.</p> <p>- I live on cashmere Road and we opted to have a pool style fence to keep the property open and provide passive surveillance but with a possible bus stop and shelter we will definitely change this to a closed fence for privacy reasons.</p> <p>When I discussed the above matters with the council staff and the traffic engineer at the community meeting there seemed to be a lack of understanding of the cycling and pedestrian movement patterns in the area, the intention to future proof the intersection is welcome and needed but the location of the bus stops seems arbitrary and not well researched. I assume that it may well be the most suitable financial and technical solution but it does not take the reality of the catchment, bus users, all road users and local residents into account.</p> <p>I am disheartened that the major cycle routes, the NorWest arc and the Opawaho river Route have not been considered and how the area through Cashmere road will connect into this network particularly now that the adventure park is a main destination for cyclist and we should encourage people to cycle there.</p> <p>The other matter that is of grave concern is that there seems to be insufficient understanding of the local area and complex and interconnected patterns of all road users incl. bus, pedestrian and cyclists. The focus seems to be on an intersection layout that works for the efficiency of vehicular movement through versus a more holistic approach that takes other all other relevant matters into account.</p> <p>I would be happy to assist the council in this matter and provide more in depth understanding of the local area as a resident and as an urban designer.</p> <p>Thank you for the opportunity to voice my concerns</p> <p>Kind regards Nicole</p>
14.	6299	Liz	Cracroft	Christchurch	Have some concerns	Do not support option two	I don't like the idea of speed humps and would prefer cyclists to remain on the side of the road.
15.	6298	Ian	Cracroft	Christchurch	Have some concerns	Do not support option two	I do not like the idea of speed humps on Worsleys Rd. Or the idea off cyclists in the middle of the road. I feel this would be dangerous and confusing.
16.	6295	Sue		Chrsitchurch	Support option one	Do not support option two	We feel that this option provides the best outcome for people using the shopping centre.
17.	6290	Leila		Christchurch	Have some concerns		<p>Dear Tara</p> <p>Thank you for the oppportunity to provide feedback on the Cashmere Road / Hoon Hay Road / Worsleys Road intersection improvements.</p> <p>We support moving bus stop 11592 at 349 Hoon Hay Rd to outside the shopping area at 138 Cracroft St. This will encourage the use of public transport for shoppers and the indented stop will means cars and cyclists can pass parked buses more easily. Environment Canterbury also supports the removal of bus stop 33330 at 170 Cashmere Rd stop as this still retains a 400m between bus stops.</p> <p>The introduction of slip lanes at Hoon Hay and Worsleys Rd will mean Orbiter buses can turn left from Hoon Hay to Cashmere Rd without getting caught waiting behind straight-through traffic</p>

							<p>Hoon Hay to Worsleys Rd. We also support the introduction of traffic lights which reduce the need for cars to give way and instead provide safe and regular turning opportunities for the buses.</p> <p>While we appreciate the plans for pedestrian crossing facilities at Hoon Hay and Worsley Slip lanes, we ask that bus turning movements be taken into account when designers select the size and shape of the islands. When the Island is too large and buses have to turn left or right the rear of the bus can be forced out into the oncoming lane-creating a safety hazard for traffic travelling straight through.</p>
18.	6289	Antony	Cracroft	Christchurch	Have some concerns	Do not support option two	Speed humps on Worsleys Road are unnecessary. Traffic speed has never been an issue in that part of the road. A separate left lane of the vehicle lane is more desirable just for cyclists is needed. Mixing traffic with colic list will become hazard and or slow the traffic movements.
19.	6288	Tracey			Have some concerns	Do not support option two	I think the speed humps on Worsleys Road itself is unnecessary as the traffic slows down approaching the corners and even more so when the lights are installed. A separate lane to left of the vehicle lane will be needed for cyclist as this would be safest for all road users. Mixing cyclist in the middle of lanes with vehicles is potentially a major hazard.
20.	6287	Rik	Cashmere	Christchurch	Have some concerns	Do not support option two	Cashmere Residents' Association welcomes and supports the proposed Hoon Hay / Worsleys / Cashmere Road intersection upgrade, 100%. We have consulted our subscribers via our online channels and heard nothing back by way of objection. We therefore submit 100% support for the option selections that Cracroft Residents' Association make on this plan, e.g. to take the opportunity to better slip-stream left-turning traffic, from Cashmere Road onto Hoon Hay etc. The upgrade acts to start resolving long-running stresses of traffic volume growth along Cashmere Road, and best prepare for the heavy use immediately ahead from Adventure Park reopening and new housing subdivisions. Crossing safety and congestion are major issues overwhelming the current intersection design. We thank Council for good infrastructure investment in this common area, shared by 'Westmorland, Cracroft, Cashmere Accord' (WECCA). Best wishes for the construction project, ASAP please - much appreciated.
21.	6285	Sharon	Christchurch	Christchurch	Do not support option one	Have some concerns	<p>Hi,</p> <p>Thoroughly looking forward to the new intersection layout.</p> <p>I do not support the implementation of the shared cycle/vehicle lane on Worsleys Road.</p> <p>I also do not support the proposed speed humps along this section of Worsleys Road.</p> <p>Thanks</p>
22.	6284	David	Christchurch	Christchurch	Do not support option one	Have some concerns	<p>Hi,</p> <p>The redesign of the intersection looks great, however I have particular concerns regarding the proposed layout of Worsleys Road, between Hurunui Street and Cashmere Road.</p> <p>Due to the increase in vehicular traffic that will return with the opening of the Adventure Park, and the development underway for another 385 homes, this section of road will be increasingly used.</p> <p>This is not a suitable area for the use of sharrows.</p> <p>Neither is it appropriate to have raised humps. Vehicle speed in this area has never been an issue.</p> <p>I would support any option that would remove all car-parking from this section of road to allow the implementation of a cycle lane rather than the shared lane arrangement, which will cause a great deal of frustration for both motorists and cyclists.</p> <p>Is it possible to use some berm area to create a cycle lane ??</p> <p>All other aspects of the intersection improvements are spot on.</p> <p>Thanks Dave</p>
23.	6283	Trevena		Christchurch	Have some concerns		<p>Our major concern is the positioning of the bus stop outside of the Cracroft Shops - we are not in favour of this due to the already constricted road in this area. Either position the bus stop further along Hoon Hay Road closer to Greta Place or redirect bus route along Blakiston Street then into Kaiwara on to Cashmere Road and don't take out the bus stop by 170 Cashmere Road.</p> <p>As a bus user and resident I don't see the moving of the bus stop to either of the above locations as being inconvenient but would see it as a safer option for cyclists and road users, along with pedestrians</p>
24.	6275	Noel	Hoon Hay	Christchurch	Do not support option one	Do not support option two	<p>I am writing of my concerns regarding the Cashmere/Hoon Hay/Worsleys Rd consultation plan.</p> <p>My major concern is the moving of the bus stop from Hoon Hay Road into Cashmere Road.</p> <p>I listened to the reasoning to move the bus stop, but found the reasons weak. I suggest Hoon Hay Rd is THE place for the bus stop. It's the quieter Road, it's closer to where the bus passengers houses are (in fact I can draw a line through the proposed bus stop and on one side of 180 degrees there's only 4 houses!!) and with the future housing going in on Worsley, Hoon Hay Rd is the best option as it encourages passengers to cross Cashmere Road at the new intersection and lights, rather than giving them the option of running across a busy Cashmere with its traffic, a blind bend, buses, leaving the shops etc</p> <p>It also would create the risk of blocks of cars trying to pass blocks of cyclists outside the shopping centre exit, add potential buses and a still narrow road and rather than reduce the current risk, I fear you will actually be increasing this risk.</p>

							<p>My solution is simple. The stop should stay in Hoon Hay Road, There's room for it and as a avid cyclist myself it would be no more risky than many roundabouts or other intersections in Christchurch. Very few cyclist travel down Hoon Hay Rd compared to Cashmere Rd and as CCC are developing the NW cycle Trail only a block away it seems to me hard to justify this solution is keeping cyclists safe.</p> <p>The 2 bus stops along Cashmere Rd towards Westmorland could be merged into 1, so you still loose a bus stop and can have a stop catering for passengers closer to all the residential side streets.</p> <p>As I understand "Best Practice" is if you can choose between a busy street and a quieter. You choose the quieter.</p> <p>If you can choose between outside a commercial or residential. You choose commercial.</p> <p>So for me the Orbiter bus stop moving into Cashmere Road doesn't achieve any real solutions, doesn't allow for future growth and is in fact potentially very dangerous.</p> <p>The selected position is on a busy narrow Road where cars travel at speeds. We have runners, walkers, school aged children on scooters and bikes traveling to the primary schools on Colombo St all traveling on an already narrow footpath. Especially in summer this in the main road for recreational cycling heading out towards Tai Tapu etc and with the popularity of cycling we see them from dawn to dark. Add to this we have a small commercial exit, a blind bend and 6 houses all on the same side of the road impacted by the proposed bus stop.</p> <p>All this for a bus stop that can only just fit one bus.</p> <p>I have lived on Cashmere Road for almost 20 years and cycle daily all year round. Exiting all the driveways on the north side of Cashmere Road is risky due to parked cars, the western blind bend, vehicles exiting the shops, cyclists and the speed of current traffic. Add to this we are significantly lower than the Road and a well used footpath outside. Please don't add a bus to all of this!</p>
25.	6270	Carlton	Cracroft	Christchurch	Have some concerns	Do not support option two	<p>We specifically object to</p> <p>(a) The shared lane on the bottom of Worsleys Road. The nature of cars and bicycles is so different as to make any shared space fundamentally dangerous. Firstly the obvious speed issue but secondly cars in general almost always obey road rules, whereas cyclists often don't obey road rules. It would be wiser if cyclists shared the footpath with pedestrians.</p> <p>(b) The two speed humps in Worsleys Road. It seems unnecessary to have speed humps in an area so close to traffic lights where people are already slowing down or just starting up from being stopped.</p>
26.	6266	Darren	Hoon Hay	Christchurch	Have some concerns	Do not support option two	<p>Option one is my preferred plan as I believe there is more value in the four parks outside the Cracroft shops than the two on the opposite side of the road.</p> <p>After some consideration of this plan I would like to make comments around the following items;</p> <p>Moving /removing bus stops</p> <p>Lengthening of works towards bridge</p> <p>Installation of additional parking on Worsleys Road</p> <p>Moving /removing bus stops</p> <p>I feel there is no advantage in moving the bus stop on Hoon Hay Rd to Cashmere as this appears to be moving it to a much busy and more congested area and also to one side of its natural area of collection. At the drop in evening it was mentioned that one of the reasons for moving it was because there are utility poles along Hoon Hay road making it impossible to set the bus stop back behind the kerb. I find this hard to believe as the current painted bus stop is less half the spacing between the utility poles. Not moving the bus stop to 138 Cashmere Rd would also free this area up for parking, meaning that those residents in numbers 134 140 Cashmere Rd will retain some on street parking.</p> <p>Regarding the removal of the bus stop at 170 Cashmere Rd, why can't this simply be moved to 172 or 174 Cashmere Rd.</p> <p>Lengthening of works towards bridge</p> <p>Consideration should be given to lengthening the kerbing alteration and road widening further towards the Cashmere Stream Bridge. This would allow for the following;</p> <p>The lengthening of the flush (painted) median.</p> <p>The length of road from the Cashmere Stream Bridge to the proposed lights would be safer for those travelling west in cars and on bikes if the flush median was lengthened sufficiently to allow one or two vehicles waiting to turn right into the Cracroft shops to be able to do so without being in the through traffic lane.</p> <p>The provision of some parking to the south side of Cashmere Rd</p> <p>Lengthening the road widening towards the Cashmere Stream Bridge would possibly allow for the inclusion of some parking on the south side of Cashmere Rd in the area of no. 153 and the reserve. This would provide the residents on the south side of Cashmere Rd with some parking as opposed to none. These parks could also be used by people traveling west, wanting to go to the Cracroft shops but not wanting to cross the traffic in their car.</p>

							<p>Inclusion of a pedestrian refuge</p> <p>With the lengthening of the road widening and the flush median, a pedestrian refuge could possibly be included as close as possible to the eastern end of the flush median. This would provide some assistance and additional safety to people crossing the road at this point. These people may be using the above mentioned parking to access the Cracroft shops or using the reserve as a more direct route to travel east along Cashmere Rd from Worsleys Rd.</p> <p>Installation of additional parking on Worsleys Road</p> <p>A number of people use the area around the Cashmere Rd / Hoon Hay Rd / Worsleys Rd intersection as a place to congregate and park prior to going biking or walking in the area. The installation of lights at the intersection will likely increase the number using Worsleys Rd for this purpose as the lights will give them easier access onto Cashmere Rd. If a small number of trees were removed along the east side of Worsleys Rd, outside the reserve, angle parking could be installed, providing parking for this section of the community as well offsetting some of the parking that is going to be lost closer to the intersection.</p>
27.	6265	Lyn	Christchurch	Christchurch	Support option one	Do not support option two	<p>The Westmorland Residents' Association has genuine concerns about the insufficient length of the left turning lane from Cashmere Road into Hoon Hay Road, at the intersection.</p> <p>When the Cashmere Road lights are red, straight through traffic will block the turning lane (and those wanting to turn left), inevitably causing a serious buildup/blockage further back down Cashmere Road</p> <p>We ask that you please relook at this situation urgently.</p> <p>Thankyou.</p>
28.	6264	Lynette	Christchurch	Christchurch	Have some concerns	Do not support option two	<p>BUILDUP OF TRAFFIC BECAUSE OF INADEQUATE LANE DESIGN</p> <p>With the current volume of traffic along Cashmere Road, the expected increases with the Adventure Park and the new subdivision in the area, I have concern about the turning lanes.</p> <p>My genuine concern is the insufficient length of the left turning lane from Cashmere Road into Hoon Hay Road.</p> <p>ie Traffic travelling east on Cashmere Road arrives at the intersection at a red light.</p> <p>With the current proposal, straight ahead traffic will build up quickly, making the current very short left turning lane totally inaccessible to turning traffic .. the consequence will be a shambolic road block along Cashmere Road.</p> <p>Please please please relook seriously at this situation on the proposal, as it's so important the intersection improvements be done right first time round - mistakes cost!</p>
29.	6256	Margaret	Cracroft	Christchurch		Have some concerns	<p>I generally support option two.</p> <p>There's less clutter with no street side car parks. I feel that provision is unnecessary given the Cracroft Shops car park.</p> <p>I think the bus stop could be left in its current position with a shelter erected above the seat at the bottom of Hoon Hay Road.</p> <p>On the opposite south side of Cashmere Road I do approve of the grassed strips either end of the two car parking area. They make a buffer, separating pedestrians and traffic.</p> <p>Will the traffic signals include push button red and green neon lights for pedestrians?</p>
30.	6254	Thea	Hoon Hay	Christchurch	Support option one		<p>Good idea. It will be much safer for me to cross road into Hoon Hay Road from Cashmere Road</p>
31.	6253	Angela		Christchurch	Do not support option one	Do not support option two	<p>Neither of these options are practicable.</p> <p>I strongly object to the proposed move of the Orbiter Bus Stop from Hoon Hay Road to Cashmere Road.</p> <p>I am a regular orbiter user. The move would put the bus stop in a very busy and congested Section of Cashmere Road.</p> <p>All the passengers that get off the bus at that stop would have to walk back to Hoon Hay road. Across a long driveway with 4 houses on it and the very busy vehicle entrance and exit to the Shopping Centre. This would be bad enough in the day time and very dangerous on dark wet winter nights.</p> <p>I would have to walk twice as far when I get off the bus.</p> <p>A bus stop here would cause bad congestion. The bus will still work perfectly well at its present location.</p>
32.	6247	Simon and Janet	Somerfield	Christchurch	Have some concerns	Do not support option two	<p>Bus stops should NOT be relocated as they would be more accessible and safer for pedestrians if NOT located right next to exit/entrance to Cracroft shops and parking on Cashmere Road.</p> <p>Not a good place to have a bus stop so close to entrance/exit to shops as it is constantly busy; would also obstruct vision coming out on to Cashmere Road; would also have to contend with a</p>

						<p>cycle way.</p> <p>By not moving bus stops you would be able to keep more parking spaces on north side of road and these are already at an absolute premium.</p> <p>Do not reduce bus stops</p> <p>Keep where they are</p> <p>.. Keep bus stops separate from car park area and everybody is much safer - pedestrians would not then have to get tangled up with vehicles</p> <p>Cycle way conundrum as you approach bridge on Cashmere Road from west - a possibility for you to think about.</p> <p>The footpath that currently goes from Cashmere Rd bridge to Smarts Bridge at Ferniehurst St is too narrow and in poor state. Could be removed and a cycle way installed instead. Put a foot bridge over river to Ashgrove Tce for pedestrians only and then link up with footpath at Smarts Bridge.</p> <p>We have lived in Cracroft and now Somerfield for many years and have been pedestrians, cyclists, bus patrons and vehicle users in this area and therefore have a good feel for what works.</p>
33.	6246	Dirk	Cracroft	Christchurch		<p>SUBMISSION FROM SPOKES CANTERBURY</p> <p>Spokes Canterbury is a local cycling advocacy group with approximately 1,200 members that is affiliated with the national Cycling Advocates Network (CAN). All submissions are developed online and include member's input. Spokes is dedicated to including cycling as an everyday form of transport in the greater Christchurch area.</p> <p>We would like the opportunity to appear at any public hearing that is held to consider submissions on these projects. Should there be an officer's report or similar document(s) we would appreciate a copy(s).</p> <p>Cashmere/Hoon Hay/Worsleys Road Submission</p> <p>Spokes Canterbury seeks roads which best meet the needs of all road users. This project will be a definite improvement to this very challenging intersection. The proposed cycle infrastructure might meet the needs of experienced cyclists, but is unlikely to satisfy the interested but concerned cyclists who are the target of the major cycle routes. With the Adventure Park and greatly increased residential development infrastructure fit for cyclists 8 to 80 is required.</p> <p>Worsleys Road has had a relatively low density of housing. Residential traffic was able to share with the many walkers and cyclists who enjoyed the road itself and the paper road extending into the Port Hills. With the Adventure Park traffic volumes had increased markedly. Even more will be generated by the new developments underway along Worsleys Road which will provide between 300-500 new homes. Many of these residents will now join the walkers and cyclists traveling the full length of Worsleys Road and the need for safe pedestrian and cycle infrastructure along the upper section of Worsley Road must be planned for.</p> <p>What has been a bucolic reminder of Christchurch's more rural past is transitioning to urban use. The infrastructure provided must meet new demands.</p> <p>Overall Comments</p> <p>Where guttering intrudes into cycle lanes expand cycle lane width by the width of the intrusion. Gutter area is too often uneven and/or littered and/or full of water to be part of cycle lane.</p> <p>Specific Comments</p> <p>Hoon Hay Road</p> <p>The north bound cycle lane on west side of Hoon Hay at intersection ends abruptly at bus stop about 100m from Cashmere Road. This pinch point can be mitigated by reducing some of the central median and extending the cycle lane.</p> <p>Cashmere Road</p> <p>Cycling infrastructure is long overdue. The section east of the intersection is often a pinch point due to the narrowing road and curves and serves as a major connector to Worsleys Road for road, mountain bike, recreational and utility cyclists. With continuing development in Kennedy's Bush and Halswell the section to the west is also a major cycle route into Christchurch in need of improvement.</p> <p>Intersection of Hoon Hay/Cashmere/Worsleys Roads</p> <p>N/W corner</p> <p>Cashmere Road east bound add cycle left turn lane using part of verge to allow cycles to access left turn lane early, thereby minimizing conflict with left turning cars. Push intersection stop line to behind entry point to left turn lane. This reinforces traffic law of no left turn on red while preventing cars from blocking cycle lane and/or stopping on pedestrian crossing. This will also require an advanced start phase for pedestrians heading east on Cashmere Road crossing Hoon Hay Road.</p> <p>Alternatively extend no stopping cross hatching to remind cars not to block cycle lane/pedestrian crossing.</p>

							<p>N/E corner</p> <p>Reduce width of verge to allow more room for left turning cycles and cars and/or provide shared space for cycles to make left turn using footpath.</p> <p>S/W corner</p> <p>Provide cycle lane on Worsleys which is not shared/blocked by cars so cyclists can access the advanced stop area. Bollards may also be required to remind cars not to block lane.</p> <p>S/E Corner</p> <p>Extend no stopping cross hatching to remind cars not to block cycle lane/pedestrian crossing.</p> <p>Parking</p> <p>Option 2 is preferred. Cashmere Road traffic has better visibility of cars accessing/departing the parks. Residents will need parks and shopping centre has its own parking lot.</p> <p>Option 1 has parking access issues being so close to the intersection. Traffic from Hoon Hay to Cashmere and right turning cars from Worsleys are impacted by parking as proposed.</p> <p>Worsleys Road</p> <p>North of Hurunui Street</p> <p>Sharrows are not suitable due to the new developments accessed from Worsleys Road. The Adventure Park traffic had already made this clear. When 3-500 new homes are built the proposed plans will be wholly unsuitable. Two meter wide cycle lanes on each side will be required.</p> <p>Worsleys at Hurunui</p> <p>Without details on the proposed narrowing of this intersection effective participation in consultation is difficult. Road narrowing to calm traffic can also leave insufficient room for people on bicycles to avoid turning cars, increasing stress for both. Bicycles on Hurunui will also need sufficient space to use the intersection without having to "take the lane's. A cycle lane on Worsleys is needed.</p> <p>Alternatively pushing the stop line back a bit may help to keep cars from blocking cycles on Worsleys Road. The infrastructure provided must be fit for purpose for people aged 8 to 80.</p> <p>Section South of Hurunui Street</p> <p>Road space must be provided along the new developments for expandable pedestrian and cycling infrastructure. The footpath on the east side of Worsleys will need to be extended to meet the needs of the residents in the new developments. At the very least plans for cycle lanes and footpaths need to be drafted to meet this identifiable need. Providing both now as part of this project will save money.</p>
34.	6228	Kathryn	Somerfield	Christchurch	Do not support option one	Have some concerns	<p>Keep the post box in the Cracraft Shopping centre. It will be harder to use it on the other side of the road with fewer parks which will often be occupied by visitors to the residents in the houses.</p> <p>With the expected increase in traffic because of the location of the Adventure Park and housing growth in Westmorland and along Cashmere Rd, the council needs to address the safety of cyclists along the narrow stretch of road from 136 Cashmere road to Fernihurst St. Orbiter buses need to drive with one set of wheels on the centre line in order to get safely past a single cyclist. On weekends cyclists regularly travel along this stretch 2-3 abreast creating a significant road hazard. It's just luck that there hasn't been bad accident so far.</p>
35.	6224	Justin	Hoon Hay	Christchurch	Have some concerns	Do not support option two	<p>As a resident of one of the side streets (Kaiwara) that traffic is to be discouraged from, I have significant concerns over several elements. With the presence of the adventure park I understand the increase in traffic through the proposed traffic lights to walseley area but not the need for the increased traffic short cutting through the Kaiwara, Mavin unless caused by something else. Vehicles going to and from the adventure park have no need to move through these streets. The increase in traffic moving through these streets is more likely due to additional housing in Westmorland and traffic avoiding other problem streets and diverting onto Cashmere Rd. from Halswell at Hendersen'ss road. Though I understand the need to improve the proposed intersection, I don't believe it deals with the root cause of the traffic issue which is insufficient planning to deal with neighbouring suburb population growth (Halswell, Lincoln) and lack of other arterial roads through the area.</p> <p>Your proposed plan means from our property we will need to cross 5 speed bumps and move through one restricted intersection before we can get to either Cashmere or Hoon Hay Rd. The distance to either main road is 350m, I believe 5 speed humps in that distance is excessive and an unfair imposition on ourselves and other residents in terms of time the slower road movements cause and additional wear and tear on vehicles from crossing the number of speed bumps. It seems unequitable to have to deal with this if it is predominately caused by wider traffic issues. Surely if the main intersection is designed correctly to encourage traffic to use it there is no need for the negative measures in our streets.</p> <p>Would also like to specifically comment on restricting the width of the entrance to Blakeston St. from Hoon Hay Road, as someone that has used that intersection for the last 8 years I am concerned that this restriction makes it more dangerous. Blakeston St. is not perpendicular to Hoon Hay Rd (angles back towards town) and drops away significantly as you go down Blakeston St., these physical features combine to make turning off Hoon Hay Rd. quite tight and difficult to do without crossing the lane divider into Blakeston. the tightening of the entrance will force cars coming out of Blakeston St. to be more central which will mean turning cars will need to drive round the front of the Blakeston vehicle, slowing them down or forcing them to wait longer and being stuck in the Main Hoon Hay Rd. traffic. The adjoining bus stop and limited visibility from the kink in Hoon Hay Rd. add further pressure to this intersection, I think this particular tightening of the road entrance increases accident risk more than it reduces it. Of the suggested changes I'm not fundamentally opposed to the entrance narrowing but do think this particular one would make the corner worse, more dangerous and negatively effect the traffic movement on Hoon Hay Rd.</p>

							In Summary I believe the traffic restriction measures in Kaiwara, Mavin, Blakeston St. are unfair for the residents of these streets right to quiet enjoyment of our properties, and fundamentally don't deal with the underlying traffic issues in the area. If the new intersection is designed properly why are vehicles so keen to make several turns and accelerate through smaller street? One of the Projects stated objectives is "to address the current and anticipated future safety issues at this intersection I'm not sure how forcing more vehicles into the intersection by discouraging traffic through side streets does this? If the main intersection is designed properly there is no need for the negative measures in our streets.
36.	6216	Kirsten	Hoon Hay	Christchurch	Support option one	Do not support option two	<p>We however are concerned about the number of speed humps along Kaiwara Street, Mavin Road and Blakeston Street. We understand that some speed humps are necessary BUT not the number you have mapped out! We believe that one at the end of each street would be sufficient and if the intersection at the corner of Hoon Hay and Cashmere Road is completed well, traffic should not have to use the side streets as a "quicker" route to avoid the traffic lights. Traffic that is going to the adventure park will not need to use the side roads as their routes are quite direct from any direction.</p> <p>The narrowing you propose for the top end of Blakeston Street, is also a concern as this can already be a narrow intersection and making it smaller will ultimately make it more dangerous with traffic sitting right in the middle of the road whether they are doing a right or left hand turn. It does not need to be altered, considering the speed humps that are also proposed.</p>
37.	6207	Samantha	Cracroft	Christchurch	Have some concerns	Do not support option two	<p>I am an affected person due to my home being 350m away from the Worsleys/Hoon Hay/Cashmere intersection, and that my partner and I use this intersection daily as the main route by which we leave our street. While I have only lived in the area for seven years, my partner and his family have lived in the area since the early 1980s. My partner and I brought his grandparents' house in Holmcroft Court five years ago. We intend to live here for many years yet and to raise a family of our own. Cracroft and its surrounding neighbourhood is a beautiful oasis, peaceful and safe. The area's natural features and previously quiet roads are particularly valued to me and we constantly have people telling us how lucky we are to live in such a place.</p> <p>I have increasing concerns (as mentioned in my previous submissions in opposition to projects within the valley) around the impact of the Adventure Park and likely negative effects of the recently consented subdivision in the valley and am quite convinced that they will threaten the peace and tranquillity I have come to know and love in this area. The effects of these activities must be mitigated in full, particularly to meet the requirements of the Christchurch City District Plan, which states that there are specific requirements...to ensure urban development in the Cashmere and Worsleys Valleys area does not adversely affect adjoining areas" (Vol.3, Part.14, clause.33.4.).</p> <p>As such, it is past time that the increase in traffic caused by the Adventure Park (even in its currently closed state) and future traffic increases which will be caused by the Cashmere Estates subdivision be mitigated upgrading the roading infrastructure to the Cracroft suburb and main arterial roads to it. Generally, I am most in favour of Option One, with some reservations. Please find below my responses to the points raised on the "Have Your Say Cashmere Road Intersection Improvements" website, Cashmere Road / Hoon Hay Road and Worsleys Road category:</p> <ol style="list-style-type: none"> 1. Re-alignment of this intersection is required to improve the safety of this area. 2. The installation of traffic lights seems to be the most efficient way to control traffic at this intersection. I presume that the phasing of the lights will be altered throughout the course of the day depending on the traffic flows, but also changeable for large events (such as the Calder Stewart Elite Nationals and events at the Adventure Park), as well as allowing sensors in the road to trigger phase changes in "off-hours" where required. 3. The proposal to use slip lanes to accommodate the high numbers of left turning traffic seems logical, especially given the space available. 4. The installation of two new zebra pedestrian crossings to the slip lanes, in addition to the pedestrian crossings at the lights provides the safest possible crossing option for pedestrians attempting to cross at those points. 5. The inclusion of marked cycle lanes near the Cashmere Road / Hoon Hay Road / Worsleys Road intersection is required, given the desire to accommodate the increased number of cyclists to this area, and provide safe zones for them to cross this intersection. The plans seem to show hook turn boxes for cyclists turning right. While I understand the theory of these safe turning locations, I have observed that cyclists tend not to use them as they have to wait for two light phases, rather than turning in one phase which may save them personally some time, but makes them a hazard to drivers. How will the use of these hook turns be monitored and encouraged by the Council? 6. The relocation of the Hoon Hay Road bus stop to Cashmere road is logical, given the need to provide room on Hoon Hay Road for queuing traffic. However, the new stop on Cashmere Road creates some issues. Firstly, it is not clear where the entrance to the Cracroft Shopping Centre is on this plan, however, I would extrapolate that cars exiting this carpark will cross over the back of the bus and would have their vision of oncoming traffic from their left totally obscured. Additionally, there is often a queue of traffic trying to navigate in and out of this carpark, waiting for carparks within to become free and parked up both sides of the road, causing a choke point. There isn't anywhere for these cars to go in the proposed Options One or Two, so will lead either a queue backing up towards Shalamar Drive, or risk taking behaviour. It is not unusual to see cars double parked in the express parks on Cashmere Road with their hazard lights on while the driver pops in for milk or fish and chips. How does the Council propose to mitigate this? Neither Option One or Option Two seem to fully resolve this issue. Secondly, by placing the new Cashmere Road Bus Stop at the midpoint between Shalamar Drive and the Cashmere Road / Hoon Hay Road / Worsleys Road intersection, pedestrians traveling towards Worsleys Reserve Walkway, Bengal Place stairs or Shalamar Drive will cross the road where ever they can, rather than doubling back to cross at the lights. As this behaviour is unlikely to change, a pedestrian island near Shalamar Drive may at least make crossing safer for pedestrians who will persist in taking the shortest possible route regardless of what crossing options are provided in the opposite direction. 7. The removal of the bus stop outside 170 Cashmere Road is logical given the proximity to the new bus stop, and that this provides additional space for cycle lanes on approach to the Cashmere Road / Hoon Hay Road / Worsleys Road intersection. 8. Construction of speed humps to slow traffic on Worsleys Road and near Hurunui Street will have a slowing effect on traffic. I assume these will be posted with suggested speeds around 25km/h. 9. Extending no stopping lines is logical to increasing queuing space to this side of the intersection. I am concerned that cycle sharrows have been shown in this zone on the plans, rather than clearly defined cycle lanes to both sides. Cycle lanes should extend the whole length of Worsleys Road up to the Adventure Park, but particularly to the approach of the Cashmere Road / Hoon Hay Road / Worsleys Road intersection. Sharrows only work when the cars are traveling at the same speed as the cyclists, generally 30km/h. While the cars will need to slow at the speed

humps, they will generally continue at 50km/h at all other points. This will lead to resentment between the two groups, as cyclists use it as an excuse to ride in the centre of the lane and forcing the cars to perform dangerous overtaking manoeuvres. Lowering the speed limit over such a sort section will result in the limit being ignored or creating a bottleneck between two 50km/h zones. Given both sides of the road will have no stopping lines, clearly defined cycle lanes defining each road users space seems more likely to reduce conflict between the two while providing a safe and separate safe area for cyclists of all ages and proficiencies to ride. The addition of potentially 500 new homes in the Cashmere Estates subdivision and the imminent re-opening of the Adventure Park will increase traffic volumes beyond what can be sustained by "good will" between cyclists and drivers, so a clearer, more structured delineation between these two factions will be required.

10. The removal of trees and low planting is acceptable, given this will be replaced with the new layout, however the existing is often poorly maintained and rough looking, so hopefully additional care will be taken with the selection of the new planting.

11. It is not clear from the plans where the post box will be relocated to, but my general preference would be for it to remain on the same side of the road as the Cracroft Shopping centre.

12. While I understand that the removal of the pedestrian island in the centre of Cashmere Road is required to allow queuing space for the right hand turning lane into Hoon Hay Road, the complete lack of crossing options closer to Shalamar Drive will continue to be a problem. Pedestrians will continue to cross on a blind corner on a wing and a prayer, rather than walking down to the much safer crossing in the hope of saving a few minutes. This really needs to be looked at in the context of the Cashmere Road / Hoon Hay Road / Worsleys Road intersection improvements. The safety risk of this issue cannot be understated.

Please also find below my responses to the points raised on the "Have Your Say Cashmere Road Intersection Improvements" website, Hurunui Street category:

1. Replanting of trees at the intersection is reasonable, however these need to be fairly mature and therefore tall enough to ensure clear sight lines for motorists.
2. The inclusion of a speed hump at the intersection with Worsleys Road is a useful means of reducing the current issue with cars approaching this corner at speed and turning without checking for oncoming traffic or pedestrians. This is a critical element of this design which must be retained.
3. Similarly, the reshaping works to narrow the Worsleys Road intersection will ensure traffic exiting from Hurunui Street is positioned in a location with clearer sight lines for vehicles and pedestrians in both directions.
4. And also, the inclusion of no stopping lines to increase driver and pedestrian visibility is also all for the good.

Please also find below my responses to the points raised on the "Have Your Say Cashmere Road Intersection Improvements" website, Marvin Road, Kaiwara Street and Blakiston Road category:

1. It is important to discourage traffic from cutting corners in an attempt to avoid the Cashmere Road / Hoon Hay Road / Worsleys Road intersection. Currently, I regularly find on my way to work in the mornings that I need to use Kaiwara Street and Blakiston Road as a way to get to Hoon Hay Road, as often when exiting Worsleys Road the queue of traffic waiting to turn into Hoon Hay Road will not allow me to enter the flush median. Often this queue is blocking through traffic from Cashmere Road towards Westmoreland, so my only option is to turn left and continue down Cashmere Road to Kaiwara Street to get into town. With the improvements to Cashmere Road / Hoon Hay Road / Worsleys Road intersection, I should never have to do that again, which can only be of benefit to the residents of those streets and pedestrians and dog walkers who frequent them. Marvin Road, Kaiwara Street and Blakiston Road should not be used as a thoroughfare and should be protected from unnecessary traffic (cars, trucks and cyclists) for its residents to enjoy their homes in peace.

In addition to the points raised on the "Have Your Say Cashmere Road Intersection Improvements" website, please also find below flow-on areas of concern:

1. The section of Cashmere Road between Princess Margret Hospital and the intersection with Worsleys Road is totally unsuitable for directing cycle traffic. The section between Bengal Drive and Shalamar Road is particularly narrow with cliff face to one side and river to the other. Drivers regularly cross the centre line to pass cyclists using this road. As city growth moves increasingly westward the number of vehicle movements on Cashmere Road will continue to increase. There is only enough space for a narrow footpath on one side of the road, meaning pedestrians step into the road to pass each other, particularly when mothers walk with large prams, school children scooter down the path or hordes of runners cluster in packs. It is difficult to walk side by side with someone on this footpath. It is poorly lit at night, often over grown reducing the foot path further and the asphalt itself is cracked in several places and requires repair. Out of concerns for their safety, cyclists often cycle on the footpath, meaning pedestrians must jump out of the way. Vehicles regularly speed into the blind corner and the road experiences surface flooding in heavy rain that remains for days after the weather has cleared and slips from the unstable cliff face to one side. It is generally a hazardous stretch for all road users, but particularly for cyclists using the road and should not be extolled as a safe route to the proposed Adventure Park, which it was in their Resource Consent Submission. This area requires urgent attention. It is very possible that improvements cannot be achieved in the existing space. Perhaps an alternative option would be to encourage pedestrian and cyclists not to use this section of road by directing them down the much quieter Ashgrove Terrace, and creating a pedestrian/cycling foot bridge over the Heathcote River at the end of Ashgrove Terrace to Cashmere Road, or even under the road bridge and connect with Worsley Reserve. This could then mean the existing footpath in this section of Cashmere Road could be removed, the river edge stabilised and re-considered with riparian planting and the road fractionally widened to improve for driver safety. This should be considered as this area is directly affected by the proposed improvements to Cashmere Road / Hoon Hay Road / Worsleys Road intersection, and would alleviate a number of issues in this area.

2. As previously mentioned, a safer pedestrian crossing is required for pedestrians attempting to get to Shalamar Drive and other areas without using the Cashmere Road / Hoon Hay Road / Worsleys Road intersection crossings.

3. The bridge over Cashmere Stream on Worsleys Road should have no stopping lines to one or both sides of the road to discourage people parking on both sides and causing a bottleneck at this point.

4. The Holmcroft Court / Worsleys Road intersection is dangerously lacking in sight lines. Vehicles exiting Holmcroft Court have their vision south down Worsleys Road obscured by foliage and vehicles parked on the grass verge. I regularly find that I must creep over halfway out into the intersection before I can see if vehicles are traveling north up Worsleys Road. The expected increase in traffic traveling in either direction will make exiting Holmcroft Court increasingly perilous. The very least, the foliage needs to be trimmed to increase sight lines in this area and a

							<p>formed verge created to dissuade parking within the sight lines. Additional work could be done to add corner rounding to this intersection and add a pedestrian path to the eastern side of the road which would further increase sight lines and the safety of the Holmcroft Court/Worsleys Road intersection. The added structure to this intersection would also provide queuing space which could allow clearer access for vehicles entering Holmcroft Court via the one way bridge, rather than forcing them to wait on Worsleys Road until the vehicle exiting Holmcroft Court have successfully navigated the intersection, which is sometimes the case currently.</p> <p>5. Continuing south down Worsleys Road, it becomes a road of two halves. On one side, suburbia with SUVs parked on the roadside near newly mown verges and formed kerbs. On the other side, rural fields with unformed drainage channels, loose gravel and disintegrating metal. Cars that park on this side of the road only damage it further and make it a dangerous place for cyclists to ride and for pedestrians to walk. The loose gravel forces cyclists to ride closer to the centre of the road, to the exasperation of drivers. The new residents of Cashmere Estate and the return of visitors to the Adventure Park will join the walkers and cyclists traveling the full length of Worsleys Road and the need for safe pedestrian and cycle infrastructure along the upper section of Worsley Road must be planned for. This could be resolved by providing raised berms with footpaths and formed kerbs, gutters allowing drainage of road surface water and detritus from the road, and preferably even a painted cycle lane. By more clearly guiding traffic and maintaining a safer road surface, this would not only promote cyclist safety but also increase sight lines to vehicles exiting roads and driveways from the eastern side of Worsleys Road, encourage pedestrians (by allowing them a safe place to walk in the shade of the wind break) and add amenity to the area.</p> <p>Generally, I would prefer these improvements to include more extensive and separate cycle lanes. I was previously a commuter cyclist and cycled most days to University and Polytechnic for years, however, after I moved to this area I had a few scares while cycling (particularly at the Cashmere Road / Hoon Hay Road / Worsleys Road intersection) and no longer have the confidence to cycle. A separate cycle lane up Worsleys Road would allow the people of Cracroft to have an almost entirely uninterrupted lane to town once the Halswell Cycle lane is complete. This might be enough to encourage me to get back on my bike.</p>
38.	6204	Terry	Cracroft	Chch	Have some concerns	Do not support option two	<p>I do not support the raised humps on Worsleys Rd. I think that a cycle lane would be a better option on Worsley road to the bike park as there is space on the left side.</p> <p>Thanks</p>
39.	6203	Kath	Cracroft	Christchurch	Have some concerns	Do not support option two	<p>Strongly oppose the proposed speed humps on Worsleys Rd and Hurunui st.</p> <p>Need to have a mechanism to keep cyclists separate from traffic when turning left into Worsleys rd.</p> <p>Improve safety of cyclists crossing Cashmere road after exiting from Cashmere stream track and crossing the bridge from the footpath.</p>
40.	6068	Luke	cracroft	Christchurch	Support option one	Do not support option two	<p>This will be a very busy road, and I do not want to cross the road with children to get to the shops; the street parking needs to be on the shop side of the road. This will make it easy for a quick stop (e.g. to post a letter), and the current roadside parking, equivalent to option 1, is frequently used.</p> <p>This intersection will be extremely busy with the new adventure park and cashmere estate subdivision traffic added to the existing traffic. I feel that sharrows will be a bad idea, as it will impeded traffic flow. I feel that a separate cycle lane is a safer idea, and more emphasis should be placed on widening Hoon hay and Worsley's rd to fit the cycleways in.</p> <p>Currently it is difficult and dangerous, with small children, to cross from Hurunui st to the reserve on Worsleys rd because of the curve in the road and speed of traffic / logging trucks. A pedestrian crossing, along with the speed bumps, in this area would make it safer for crossing the road to the reserve.</p>
41.	6055	Junpu	Christchurch	Christchurch	Do not support option one	Do not support option two	<p>Dear Sir,</p> <p>We are supporting silverbacks Cafe at 144 Cashmere Road. The both options are not good as There is no street side parkings for us. We are local community place. As you know, most our Customers are old people. Street side parkings are really handy for everyone. And also There are 3 cafes in this area on Cashmere road. As The plans showed, you will only take away our street side parkings, which is really unfair. And it definitely will push our Customers to other two cafes. We definitely Do not want it to happen. So please leave these street side parkings to us.</p> <p>Secondly, moving The bus stop to The Cashmere road is not good option as it is really danger when The Customers turn right from The car park to The Cashmere road, they couldn't see clearly The coming cars from left. So these plans will make everyone more difficult. So We strongly disagree both options And please listen to our voice.</p> <p>Regards, junpu</p>
42.	6043	Sue		Christchurch	Do not support option one	Do not support option two	<p>Shalamar Florist is in the Cracroft shops. There are 6 businesses in the shops, 5 of whom rely on parking spaces within our area and on the side of the roads. Customers and staff members park on the side of the road. The proposed changes will hugely impact on customer parking and our businesses. Not only will we lose parking, but safety on exiting our carparks will be compromised.</p> <p>We feel the council has not considered the shops in their planning. Nobody even contacted us until I rang to ask about this work. Nobody had been to see what was in the group of shops until then, and there was no thought of how losing parking will impact on us. The meet and greet at Silverbacks was a good idea but there should have been more. While I understand it can be difficult to convey everything to the public, it isn't terribly encouraging for us to ask questions and be told I don't have that information. At a public meet and greet and question time, information is vital. There should have been better preparation and the information should have been in hand. Residents and businesses alike found the offhand manner and lack of information to hand frustrating.</p> <p>We all strongly oppose the bus stop relocating to outside our shops. Apart from losing parking, it will be very difficult to see traffic coming from the left for cars leaving our carpark. It will impact with cycle lanes, and rubbish collecting, and for the residents who have houses lower than the road it will impact in all sorts of negative ways. We do not believe it will increase customers to our shops.</p> <p>Cycle lanes! The big thing at the moment. Many cyclists don't want them as they feel they can't bike at full speed so they would use the road rather than the lanes. When I questioned the reasoning behind so many cycle lanes especially on Worsleys Rd, the answer was to make it easier for cyclists to get to the Adventure Park. If you had taken the time when the Park was open to come and watch traffic habits, you would have seen that most people going up to the Park were in 4 wheel drives with bikes on the back. After speaking to people who had memberships or day passes they told me they never biked to the park because they wanted to spend as much time as possible on bikes IN the park, not on the way TO the park. Watching how groups of cyclists ride it'ss apparent they never ride only in lanes, they still pack ride across the roads. So why bother putting in cycle lanes. Leave us some parking instead!!</p> <p>We're also concerned about access to and from the shops. Obviously with the proposed relocation of the bus, but also with the lights. At this stage as far as I am aware the only accidents</p>

						<p>we've had outside the shops and at the intersection have been caused by medical events of one of the drivers. We have big concerns that lack of visibility and timing will make the shops more inaccessible and potentially dangerous especially for the many elderly customers who use these shops. And we are wondering how the changes will affect the rubbish collecting also.</p> <p>There seems to be a thought that the small park beside the dairy isn't used. It is used often, as a loading zone for big trucks, and the gas truck parks there to refill the gas at the fish and chips shop. Customers also park there. There is no other safe zone for the gas truck or the other trucks offloading goods. There is limited parking behind the shops for staff and owners and there is no space for big trucks to drive through as had already been proved when they hit the building. The fish and chips and florist bring in fresh produce daily so need access to this area. At this stage the area behind the shop can be exited and entered via Cashmere Rd. Also in this area is a clothes bin which people use regularly; they park in the off-road parking supplied, and the cardboard recycling man also uses this area to collect cardboard.</p> <p>The roadworks will be hugely disruptive to us also. I am happy to see the timeline is to work over winter, but have huge concerns at the proposed starting date May. Both Silverbacks Café and Shalamar Florist rely on Mother'ss Day as a major source of income. It helps in getting through quieter winter months, and in particular next year when there will be a major lack of customers due to road works. Mother'ss Day 2017 falls on May 14th. If there is any way the work can begin after this date we would be so grateful. If we have the work beginning before this date I think it has the potential to kill this business when combined with the parking losses and access issues. I realise we are only two small businesses and unlikely to matter on the larger scale, but these changes have the potential to close us down. Please please consider us.</p> <p>With all of the changes we are going to lose parking. I envisage we will have many non-customers using our carpark where before they could have parked on the road. These include walkers and cyclists who already use us in this way, and once the parking disappears this problem will only get worse - visitors for local residents will potentially use the shop parks, and when work is happening the work crew too. A goodwill gesture on behalf of the council could be to put up small signs stating customer parking only. This was mentioned at the meet and greet at Silverbacks but rejected before I could even finish my question. I also think a sign saying Cracroft Shops would be helpful as with all of the changes we will be less obvious from the road. I do think it would show goodwill on the part of the council - something which right now seems lacking in the planning. A small show of goodwill goes a long way.</p> <p>There has also been suggestions by locals that the access to the reserve is made into some sort of cycleway with improvements to the corner and the bridge. Apparently this is part of a separate project with funding etc but would it not make sense to do both jobs at the same time?</p> <p>Thank you for reading this.</p> <p>29.08.2017</p> <p>Very concerned as to how our businesses at Cracroft will be affected, by the proposed 4 months of roadworks, and the resulting loss of carparks which are essential to our businesses. I strongly oppose shifting the bus stop for safety reasons - access to our carpark area and losing car parks. I oppose the overkill of cycle lanes on all 4 roads and the reasoning behind (access to Cycle Adventure Park - most people drive with their bikes on bike racks).</p> <p>Huge concern as to starting in May, this will have extremely negative affect on Silverbacks Café and Shalamar Florist because of Mother's Day and lack of access and parking. Extremely worrying. Could kill our business. Lack of concern from Council on this matter is distressing.</p>	
43.	6042	Richards	Westmorland	CHRISTCHURCH	Do not support option one	Support option two	I am concerned over the lanes on Cashmere Road (for east-west traffic), and on Hoon Hay Road (for sound-bound traffic turning right). I think vehicles waiting for the traffic lights in the centre (straight-though) lanes, particularly at peak times, will effectively block access to the left-turn and right-turn lanes. That could lead to motorists using the side-streets, such as Blakiston Street, Mavin Road and Kaiwara Street, which Council is trying to discourage by installing Road Humps and Intersection Re-shaping.
44.	6041	Lindsay	Westmorland	CHRISTCHURCH	Do not support option one	Support option two	We have concerns over the lanes on Cashmere Road (for east-west traffic), and on Hoon Hay Road (for sound-bound traffic turning right). We believe that vehicles waiting for the traffic lights in the centre (straight-though) lanes, particularly at peak times, will effectively block access to the left-turn and right-turn lanes. That could lead to motorists using the side-streets, such as Blakiston Street, Mavin Road and Kaiwara Street, which Council is trying to discourage by installing Road Humps and Intersection Re-shaping.
45.	6023	John		Christchurch	Support option one	Support option two	I prefer option one but two is also an acceptable alternative. Lights at the intersection is priority so either option is acceptable.
46.	6022	Alistair					<p>Why are you obsessed with bike lanes?</p> <p>Taking away parking for local businesses is dumb or do you want empty shops</p> <p>As a bus driver living in Cracroft. I wish to give you my point of view.</p> <p>Traffic lights - good idea</p> <p>Street humps - Ok</p> <p>Bike lanes - bad idea.</p> <p>I wish to talk to you about Colombo Street, between Bealey Avenue & Edgeware Road. This now is complete with two cycle lanes as you propose to do here. There are no bus inlays to pull off the road to let people on and off. This means traffic behind must stop as there is no room to over take without crossing the white line. Passengers step out on to a narrow concrete border and some being elderly are not comfortable with this. But the biggest danger is their next step is straight into the bike lane. Cyclists are not going to stop and often do 30-35 k.p.h and this is an accident waiting to happen. So I repeat why are you obsessed with bike lanes?</p>
47.	6010	Jim & Shona	Hoon Hay	Christchurch	Have some concerns		If Hoon Hay / Cashmere Roads intersection is straighten out, large trucks can use Hoon Hay Road as a by pass from the industrial west of the show ground. A limit on weight or just delivery vehicle only to shops
48.	6009	D & F		CHCH	Support option one		The decision needs to be implemented asap so far the process has been too slow. The temporary closure of the Adventure Park has not been used to get this job done.

49.	6008	Kim	Hoon Hay	Christchurch	Support option one		I live on Cashmere Road and am happy the off street parking will be resolved outside my house. I am concerned that the traffic light system may cause congestion outside the houses close to the traffic lights, So I hope light timing changes will be closely monitored. The right turn into Shalamer Drive is very dangerous on a blind corner. Has there been any consideration given to that area? I think the bridge walkway is a vulnerable space. It is very narrow road, so how will the cycle lane fit along here?
50.	6007	Joan	Hoon Hay	Christchurch	Have some concerns		The left hand turn from Cashmere Rd into Hoon Hay Rd appears very tight with the pedestrian crossing coming out so far. Same with the left turn into Worsley from cashmere Rd - the left turn only note doesn't gel well with the layout. Two of the intersections appear to have no left turn marking - Cashmere into HH & Hoon Hay into Cashmere - I hope this minor omission is just that!! Will there be markings to indicate no stopping over driveway exits i.e. if I wish to exit my property at 168 Cashmere Rd & traffic is backed up from the lights - how do I exit? The bus stop outside 140, 138 & 138 will obscure the view of traffic exiting the car park (off street) by the shopping centre
51.	6006	A		Christchurch	Support option one	Do not support option two	Traffic lights need to include R H turning arrows !
52.	5973	Anna-lee	Cracroft	Christchurch	Have some concerns	Do not support option two	I do not want the speed humps on Worsleys Road. And I don't want the "sharrow" on Worsleys Road and a separate cycle lane should be built.
53.	5972	John	Cracroft	Christchurch	Have some concerns	Do not support option two	I do not want the speed humps on Worsleys Road. And I don't want the "sharrow" on Worsleys Road and a separate cycle lane should be built.
54.	5970	Craig	Cracroft	Christchurch	Have some concerns	Do not support option two	Firstly, I support the realignment of Worsley and Hoon Hay Roads. Having lived in and used the roads, footpaths and cycle lanes in this area for many years, my submissions come from practical experience and first hand observations. Firstly, I prefer Option ONE, BUT with the re positioning of the bus stop from outside 138 & 140 Cashmere Road, as i feel this will be problematic where it has been proposed on the plan, particularly for cyclists. At the 14th August consultation it was explained that there was sufficient space for a bus to parallel park in the bus stop area without imposing on the cycle lane. This has proven to be incorrect based on a similar bus stop in Lyttleton St near Rose St. Buses regularly pull into the bus stop on a slight angle leaving the back end of the bus impeding the cycle lane, forcing cycles into the main vehicle lane. With Cashmere Road being much busier than Lyttleton St (most of the time) and the bus stop being at a congested section of Cashmere Road (where west bound traffic are beginning to form 2 lanes) I believe this bus stop is best moved to a better location. While it may be said that it is up to the bus drivers to park correctly, this will be no consultation to cyclists to are put at risk or are hit by vehicles. I suggest moving the bus stop to outside 345 or 347 Hoon Hay Road. While we were told that it is the Councils preferred option to place bus stops near shops , as they are a 'destination', I don't feel this applies in this case. I don't believe people catch a bus to shop at Cracroft Shopping Centre. They are more likely to take the Orbitor to Barrington. Even if they were to want to go to the Barrington Shops, the differential walking distance from the stop would be minimal. My second submission is regarding the Worsley- Hurunui intersection. I like how this is to be made more of a T intersection, as this will improve visibility turning left out of Hurunui. Narrowing the road will also slow traffic which is good. Historically the main concern with this intersection is traffic travelling on Worsley Rd, from Cashmere Rd, and cutting the corner while turning right into Hurunui St. This is a danger to both pedestrians and also cars approaching the intersection on Hurunui St, and will only be slightly improved by the proposed plan by narrowing of the road and the raised humps. But it will not eliminate, and may even worsen the problem. So looking at the plan with the proposed improvements, can consideration be given to widening Hurunui St at the intersection by narrowing the grass berm with the two trees showing, and then add a raised pedestrian refuge. This would maintain a narrow entry and exit points into and out of Hurunui St, AND eliminate cars cutting the corner. Being a regular walker and driver in this area I have seen many pedestrians having to run for safety, and cars braking heavily to avoid collisions. Thirdly, regarding the 15 proposed Road Humps in Blaiston, Kaiwara and Mavin Streets, we were told this was to both reduce speed in the area and to deter people from using these as slip roads. The spacing of these humps was to avoid cars from accelerating too much before approaching the next one. In speaking with many residents in this area over the past few years, while they acknowledge that many cars do use these streets to avoid the current Hoon Hay/Cashmere intersection, speeding did not seem to be a concern. One resident mentioned that the worst speeding driver actually lived in the area. Many residents expect less car movements once the new lights are installed as this will allow better flow of cars in all directions, and also a free left turn from Cashmere Rd into Hoon Hay. I agree that a deterrent to using this area would also help and is appropriate, and could be gained by installing the first 1 or 2 humps at the entry to each street. I am unaware of any speed surveys having been done in this area in recent years of using these roads. The Police have been unable to identify any infringements issued for speeding involving these roads. Without this data I can't see how these additional speed humps are justified, and should be removed from the proposed work. Also, a recent National Radio article said that a survey in Auckland where similar calming speed humps where installed almost doubled fuel consumption of vehicles using them, which in turn doubles green house gases. I don't feel that this is something the council should be condoning. The noise pollution from the additional braking and acceleration would also impact residents in the area. Thank you for the opportunity to submit these suggested amendments, and look forward to seeing the responses to all submissions. Regards Craig
55.	5962	Diane	Cracroft, Christchurch	Christchurch	Support option one	Do not support option two	We think there is a dire need for another one or two speed humps south of the Cashmere Stream bridge in Worsleys Road as there is a constant problem with speeding cars. The road at the bridge is on a slight curve and also narrows for the bridge hence the danger.

56.	5945	Peter	St Martins	Christchurch	Have some concerns	Do not support option two	<p>Many thanks for progressing improvements to the Cashmere/ Hoon Hay/ Worsley roads intersection. I cycle or drive this section of road every work day - it's currently dangerous for cyclists and pedestrians (esp. school children) and frustratingly dysfunctional for drivers; these problems will only get worse with greater cycle, foot and car traffic from the developments in Worsley road valley.</p> <p>I do not support Option 2 - the two car parks on the south side of street are inadequate and likely to be dangerous to through traffic cyclists (going east to west) - as with the existing situation; and not real improvement for people entering or exiting the shopping centre off-road car-park. (BTW Thursday nights are the worse time (most dangerous for cyclists), mainly due to the cars parked on road)</p> <p>Suggested improvements to Option 1:</p> <p>A.</p> <ul style="list-style-type: none"> - please please please emphasize the cycle lanes, especially on Cashmere Rd on the eastern side of the intersection - all the way through the current "most dangerous zone" - I.e., all the way from / to 153/ 136 Cashmere Rd into the intersection (the simple single white line cycle lanes proposed can be more dangerous than no cycle lanes at all, as cyclist think they are safe from cars there, yet car drivers frequently stop in and/or pull left into them) + as a MINIMUM, install the bright green and roughened-surface bike lanes, + AND with a rumble strip between the car and cycle lanes, AND/OR + preferably, have a physical curb separating the car and bike lanes in the sections where the cars don't need to turn <p>B.</p> <ul style="list-style-type: none"> - improve the "in - out flow" from the shopping centre (the proposal is no real improvement - and may possibly be MORE dangerous for West to East cyclists, and limit the vision for cars trying to leave the shopping centre off-road car-park, worsening the already dysfunctional car-park exit) + remove the proposed four car parks on the N side of Cashmere Rd: or only have the two most westerly parking spaces for 2 minute parks only + install a left turning mini "slip road" into the shopping centre off-road car park to the LHS of the cycle lane (for cars travelling West to East) + have the (Cashmere Rd, road centre) flush median wide enough for East to West cars to both turn into the off-road car-park, and merge back out of the off-road car-park + have a low curb where the labels (on the map) for 152/140 Cashmere are given, so the new bus stop can serve as a "exit slip road" for people exiting the off-road car-park when travelling east <p>(the logic being the easier merging entry and exiting will facilitate the off-road car-park use and hence encourage it use, in lieu of the removed on-road car-parks)</p>
57.	5937	Mr P C	Hoon Hay	Christchurch	Do not support option one	Do not support option two	<p>I strongly oppose the moving of the Orbiter bus stop from Hoon Hay Road to cashmere Road. The proposed site is the busiest and most congested area of Cashmere Road. The bus stop will be moved well away from the passenger catchment area. Getting on and off the bus would be dangerous for the passengers. I will inhibit traffic in Cashmere Road, which carries a large amount of heavy traffic, big trucks, fire engines, ambulances. It would cover the entrance to six properties and make it very difficult for shopping customers.</p> <p>My reasons for opposing the moving of the Orbiter bus stop to cashmere Road.</p> <ol style="list-style-type: none"> 1. Takes the bus away from passenger catchment area. No houses in this area on one side until Colombo St on the other side until after princess Margaret Hospital. 3. Very congested area traffic right in this spot stopped in the middle of the road trying to turn into shopping centre: traffic trying to get out of shopping centre 4. Bus would inhibit entry and exit from six properties and shopping centre 5. Dangers for bus passengers having to get of the bus and walk back over multi resident drive way and busy car park for shops: All passengers would be walking back over the car park exit 6. This area carries a large amount of heavy traffic large trucks etc Ambulances fire engines 7. Putting a bus stop in this area would create dangerous situation for bus passengers, motorists, cyclist and other pedestrians 8. These are only a few of the negatives outcomes of putting this bus stop in Cashmere Road <p>This project was brought forward by Council due to community concerns around safety for drivers, pedestrians and cyclists at this intersection already has high usage, which is anticipated to increase further when the Christchurch Adventure Park re-opens and with the completion of the Cashmere Estate subdivision (Moving the Orbiter bus stop into Cashmere Road would have exactly opposite the desired effect)</p> <p>There are two proposals (???? is this a take it or leave it option) that we are seeking feedback on, both of these involve realigning the intersection and the installation of traffic lights, along with additional works in some of the surrounding streets. Please refer to the concept plans and option descriptions for more detail on this</p>

58.	5921	Bronwyn		Christchurch	Have some concerns	Do not support option two	Please see comments in attached formal submission.
59.	5915	Melissa	Hoon Hay	Christchurch		Support option two	Very happy with the plan. Very pleased with the speed bumps proposed in Blakeston & Kaiwara Streets
60.	5914	Russell	Cashmere	Christchurch	Support option one		The installation of traffic lights is very important to us: we live in Sasaram Lane off Bengal Drive and we only have one exit (Bengal Drive onto Cashmere Road). Traffic lights (as planned) would ease increasingly congested Cashmere Rd by creating breaks in the traffic so that we are and other downhill traffic (like Hackthorne and others) a chance to join the queues in the mornings and evenings. The traffic along Cashmere Rd is only going to get worse with the new developments to the South / West
61.	5912	Joan	Hoon Hay	Christchurch	Have some concerns		Yes I have great concern regards no parking outside 173 Cashmere Road. It seems to come back too far from Worsley Road. We have no parking as bus stop right outside and it may stop about 6 times a week. Parking serves 3 units, I am mid 80's and my visitors are mostly disabled. It is not helpful cutting out parking. Lawn mowing man also and other reasons, like maintenance people
62.	5909	Rosemari	Cashmere	Christchurch	Support option one		The installation of traffic lights is very important to us: we live in Sasaram lane off Bengal Drive and have only one exit (Bengal Drive on to Cashmere Road). Traffic lights (as planned?) would ease increasingly congested Cashmere Road by creating breaks in the traffic so that we and other downhill traffic (like Hackthorne and others) a chance to join the queues in the mornings and evenings. The traffic along Cashmere Road is only going to get worse with new developments to the South/West
63.	5908	Andrea & Tim	Cracroft	Christchurch	Support option one	Do not support option two	I am happy with this plan. Really pleased to see the changes proposed for the Hurunui Street - Worsley Road intersection as I walk down the reserve daily almost and getting across that road can be tricky at times. Very pleased with speed bumps too. I never park on the (southside) option 2 car parks on Cashmere Road to get across to the dairy as it is just too busy to cross so we usually would park in option 1 parks where we can.
64.	5907	E J	Cracroft	Christchurch	Have some concerns	Do not support option two	Our concern is the lack of on street parking will have on the Cracroft Shops, especially the café and Fish and Chip Shop. Both generate a lot of traffic at times. Also, the bus stop has the potential to block the view of motorists exiting the car park, even if for short periods.
65.	5866	Caelen			Have some concerns	Do not support option two	As a cyclist I am not happy about the speed humps on Worsleys Road and also want to know why you are missing an opportunity to put in a shared pedestrian/cyclist lane on the east side of Worsleys Road where you have marked a wiggly footpath. In the mornings I cycle on this footpath and cross Cashmere Road at the pedestrian crossing as do most school aged cyclists from Worsleys Road. I wouldn't feel comfortable trying to bike in the middle of the road up to the lights as cars don't share the road now and I don't think having cycle road markings will change this at rush hour.
66.	5849	Stephen			Have some concerns	Do not support option two	No need for speed humps
67.	5848	L	Hoon Hay	Christchurch	Have some concerns		Traffic lights must be installed, at time of development. Is it possible to keep more on street parking on Cashmere Road west of Hoon Hay and Worsleys Roads by creating parking bays using part of the lawn / grass areas on existing footpath areas.
68.	5847	John & Helen	Cracroft	Christchurch	Do not support option one	Have some concerns	I do not understand where the requirement for speed humps in either street has come from. I have not experienced any issue with speed In the time we have lived on Worsleys Rd(4 1/2 years) including the period when the bike park was operating when the amount of traffic increased significantly.
69.	5843	Karen		Christchurch	Support option one	Do not support option two	I support the lights at the intersection. It has been apparent for some time that lights would be needed. With the growth in the suburbs in the south west commuters have few choices to get into the city. Unfortunately the new motorway that should have been the main access route does not have any on or off ramps to Halswell. Traffic is now forced through various suburban streets making it impossible to get out of Worsleys Road in peak traffic. When the Adventure Park was granted funding and then consent from the council the Park's roading engineer said in his evidence that there was no need for lights as commuters and cars carrying cyclists would be coming at different times. That was an incorrect judgement. Then a 350 section subdivision was granted consent for Cashmere Valley. Again the expert roading engineer said that lights would not be necessary until a specified number of houses were built. Again that was wrong. This all means that now we, as ratepayers are paying for the lights when it should have been both the Park and the developers of the new subdivision. Will you be seeking funding for the lights from the Park and the developer? I agree that parking on Cashmere Road outside of the Cracroft Shopping area should go. It has been very dangerous for a long time. Unfortunately for the shopping area people will have less parking choices to get to the shops. I often park at the bottom of Worsleys road to the ride on the buses. I will now have to park further up Worsleys Road. This will be an issue for many people who use Worsleys Road as a parking space for the shops and buses. I do not see any need for speed humps on Worsleys Road. The lights will force people to slow down just as they will do on Hoon Hay Road and Cashmere Road.
70.	5842	Jo	Cashmere	Christchurch	Have some concerns	Do not support option two	I don't support the 2 speed humps on Worsleys Road or the one on Hurunui St - I feel this is a complete overkill for these residential streets... and not worth the cost as a rate payer. You have to slow down to come out of Hurunui due to the proposed reshaping so why is there a need for a speed bump? On Worsleys Road the speed hump closest to the lights seems totally redundant - and will slow the flow of traffic in off peak hours with no gain for on peak hours as you are already crawling towards the lights at that point. The one further back also seems redundant - you are coming to a bend in the road and so therefore are naturally slowing down. In a city where smooth roads are in the minority please do not add to this but requiring us to have humps on a road that does not need it for safety - also as many cyclists will be using this road speed humps are an added hazard for them.
71.	5820	Annie	Hoon Hay	Christchurch	Have some concerns	Have some concerns	I think traffic lights will be good for improving safety and the overall plan of the intersection should work well. My one concern is how it will affect us when turning right out of Greta Place onto Hoon Hay Road. Visibility can already be challenging at busier times because firstly we are coming up a rise out of Greta Place, so are sitting slightly lower. And because Hoon Hay Rd curves away to the left, we can also struggle to see traffic coming from Cashmere Rd when there are cars parked outside 345-349 Hoon Hay Rd. So on the one hand, having yellow lines on that part of Hoon Hay Rd will make it easier. However, if traffic is going to build up at the lights back along Hoon Hay Road, it could potentially be even harder to see cars approaching from Cashmere Rd.

							So perhaps there is a way to set the light phases so there isn't a big build-up of traffic, particularly at peak times. At the moment, many cars heading to Westmorland turn right off Hoon Hay Rd into Blakiston Rd, especially during the evening peak time, but with the proposed road humps there, they will presumably choose to use the new intersection with traffic lights, increasing the cars coming past (and potentially building up) in front of Greta Place. Thank you for taking my view into consideration.
72.	5803	Olwyn	Cracroft	Christchurch	Have some concerns	Support option two	<p>Option 2. I generally support option two but have some concerns.</p> <p>Instead of traffic lights could a roundabout not be looked at again as was proposed years ago. The build up of traffic using the intersection is usually before 9a.m. and after 4p.m. Outside these times there is very little delay. Could we not have a roundabout similar to the one at Lyttelton, Frankleigh and Sparks Road. Tiled not with vegetation growing over it and blocking ones view.</p> <ol style="list-style-type: none"> 1. Removal of bus stop at 349 Hoon Hay Road. It is much more convenient to all travelers where it is at present. Where the new bus stop is sited blocks ones vision coming out of the Cracroft shops carpark. What are the bus drivers opinions of the new siting of the bus stop? 2. Removal of bus stop outside 170 Cashmere Road. Cannot see how it would improve bus travel times as the Westmoreland bus is usually empty whether a small or large bus. 3. Are speed humps necessary? Speed humps certainly slow traffic and in this case will push more traffic onto Hoon Hay Road. The speed hump in Hurunui Street will be before the give way sign which you have to really stop for as the bridge in Worsleys Road is out of your line of vision. 4. I am not worried about the removal of the trees on the corner they have only been put in since the dogleg was introduced. 5. How do goods trucks enter in and out at the Cracroft shops safely? If there has to be parking in Cashmere Road Option 2. Option 1 would block visibility turning right out of the shops. 6. I am concerned at how far the yellow lines go down Cashmere Road from Hoon Hay Road it is difficult to park a car to visit someone in 173 Cashmere Road with the bus stop outside at present. <p>It is interesting to read the Environment Court decision on traffic lights at intersection under McVicar Cashmere Valley. I realise the up grading of the intersection has come about with the introduction of the Adventure Bike Park.</p> <p>I also feel that the Shalamar Drive turnoff and the Guide entrance should be taken into consideration re road realignment, in light of Old Stone House meant to be repaired and open for business in November 2017. That corner can only be described as can of worms.</p>
73.	5802	John	Hoon Hay	Christchurch	Support option one	Do not support option two	Would like to see the giveaway signs changed from Kaiwara street, Mavin road intersection to Blakiston Street
74.	5800	Crystal	Hoon Hay	Christchurch	Support option one	Do not support option two	I would also like to see the give way signs in Kaiwara street changed to go into Blakiston street, would save a lot of thru traffic
75.	5795	S V & W A		Christchurch		Do not support option two	<p>S V Brown - The bust stop MUST stay in Hoon hay Road, and a nip on dip on bridge must be built on the existing bridge, also the traffic lights will allow cars to go through orange and red lights and cause more deaths and accidents, the roundabout is the answer.</p> <p>W A Brown - The proposed new bus stop is not a suitable place. There is already a lot of congestion in this spot.? a bus stop - therefore people - will make it worse for visibility. By this I mean that when people cross behind the bus - AND THEY WILL - it will be harder for motorist to keep an eye on traffic coming from the shops etc. - as well as the people crossing at the bus stop. People will NOT walk back to the crossing but if they come from Hoon Hay Road they will.</p> <p>It would be much better to stay in Hoon Hay Road. This shopping centre is not one that people would catch a bus to visit. It is visited by vehicles, bikers and people walking.</p> <p>The rest of the plan is good - although the bridge on Cashmere Road is very narrow - the footpath is also narrow and there is not enough room for walkers, bikers, strollers etc. Would it not make sense to address this problem at the same time.</p>
76.	5790	Liz & Murray	Cracroft	Christchurch	Support option one		<p>Tara, we appreciated the opportunity to have a chat with you at the meeting on Monday night re upgrading etc. etc.</p> <p>As we raised with you, we would like the Council to consider the possibility of widening the entrance outside 7A Worsleys Road to allow us to have better access to our property.</p> <p>The present plan for upgrading the intersection of Worsleys, Hoon Hay and Cashmere Road seems like a good opportunity to deal with our request.</p> <p>Please advise what procedures we need to initiate to get this matter attended to.</p> <p>Thank you, Liz and Murray</p>
77.	5789		Cashmere	Christchurch	Support option one		<p>But no bus stop.</p> <p>Keep the new bus stop and bus shelter and use as carparks, or no bus stop at all!</p>
78.	5755	Will	Westmorland	Christchurch	Have some concerns	Have some concerns	<p>- I dont like the idea of increasing parking outside the Cracroft shops. Two parks would be ideal.</p> <p>- Don't move bus stop to outside the Cracroft shops. I believe this creates additional hazards for cyclists and pedestrians.</p> <p>- I would like to see native</p>

79.	5747	Richard		CHCH	Do not support option one	Have some concerns	Option 2 is the preferred out of the 2 but to be honest no carparks at all would be my option as this is a very busy area and cars parked on either side of Cashmere Rd (option 1 or 2) are a hazard. I live very close and both drive and cycle regularly past in both directions. People opening car doors on cyclists and also simply pulling out into traffic are the big hazards. Option 1 with carparks outside the Cracroft diary is a no no in my opinion as it will be very close to a busy traffic light controlled intersection and will be used mainly for quick pull in/out drivers right adjacent to a cycle lane a bad recipe
80.	5732	Peter	Cracroft	CHC	Support option one	Do not support option two	-Option 1 makes sense. There is no point having parking on the south side of Cashmere rd because this would require all users to cross Cashmere rd to access the shops. -Fully support the extension of Hurunui St junction into Worsleys Rd. This will make i
81.	5730	Meagan	Cashmere	Christchurch	Support option one	Do not support option two	
82.	5681	Derek & Lyn	Cracroft	Christchurch	Do not support option one	Do not support option two	Cashmere Rd/Hoon Hay RD/Worsleys RD: Intersection Improvements We are so please that these improvements are now expected to go ahead. However we do not support either option in their present form. The main concern is the lack of parking in both Worsleys Road and Cashmere Road. WORSLEYS ROAD: There is no need to have parking restrictions other than as it is at the present time. Both residents and visitors use these on street parking areas, and it will be very convenient not to have these available anymore. The volume of traffic is greatest at rush hours, particularly in the mornings, and a lot of the traffic that is currently turning left, and then right, into Hoon Hay Road, does so as it is impossible to turn right from Worsleys Road on to Cashmere Road, due to the volume of traffic coming both ways, on Cashmere Road. Once we have the traffic lights installed a lot of this traffic will then be going right on the lights, into Cashmere Road. Therefore the no parking restrictions, as proposed, will not be required. We also don't think that the narrowing of Worsleys Road is required to the extent that is proposed. The traffic calming measures are not required with traffic turning left into Worsleys Road from Cashmere Road, especially as there are always cars parked in Worsleys Road on both sides and this has the effect of calming traffic anyway. CASHMERE ROAD: Option one with four car parks outside the shops is excellent, but why can't the Option Two car parks also be installed as well? There is plenty of room for this and would save people that want to stop at the shops having to turn right against the oncoming traffic and then again turn right coming out across the traffic into Cashmere Road. Another issue that is not addressed at all, is traffic calming in Cashmere Road. Lights will help, but there is a real problem, especially at night, with speeding and noisy traffic along Cashmere Road. Thank you for the opportunity to submit this.
83.	5679	Professor & Mrs	Cracroft	Christchurch	Have some concerns	Do not support option two	Reduction in parking as proposed will have negative impacts on the shopping centre. This can be alleviated by (a) not relocating the bus stop to the Option 1 position and allowing kerb indented parking as shown to include the proposed bus stop site and (b) Removing the proposed bus stop will improve sight lines for traffic accessing the shopping centre off street parks and for residents of properties east of the shopping centre. Two car parks could be located in the berm outside 153 Cashmere Road by realigning the footpath. Two car parks could be located on Worsleys Road in the berm between the trees with porous surfaces to protect the trees. The bust stop should remain on Hoon Hay Road but be relocated further north to allow for the proposed cycle lane. 1. Option one continues to provide for commercial service vehicle deliveries to the lease holders in the shopping centre by retaining the parking embayment on Cashmere Road. That is vital. Option two does not provide adequate commercial vehicle access to the shops. 2. The new alignment and traffic lanes for this traffic light controlled intersection will provide added safety for pedestrians besides better traffic management and therefore is supported. 3. What is not indicated is the likely changed patterns of pedestrian movement that will be induced by this project. 4. There is no indication given in the consultation documents regarding the phasing of the traffic lights and that is critical fine-tuning matter. The rising volume of traffic in both directions on Cashmere Road will likely incline the traffic engineers to favour that arterial 5. Sufficient stop time at these lights will help induce limited platoon traffic along Cashmere Road at the foot of the hills and increase the chance of gaps for traffic joining Cashmere Road especially at other nearby intersections such as Shalamar Drive which is a difficult intersection for right turning movements. 6. Allowing sufficient phase time to clear queues on Worsleys Road are needed else Hurunui Street / Opihi Street will continue to be used as an alternative route out of the Cracroft suburb despite the intended reshaping of the Hurunui Street / Worsleys Road intersection. 7. Consideration for a pedestrian only phase in the traffic signals would reduce conflict between turning traffic and pedestrians at the light controlled intersection. Has that been considered? 8. Low profile speed humps are proposed in the area to slow traffic approaching the intersection from Worsleys Road. That slowing of traffic needs to take place earlier before the bridge across the Cashmere Stream. We advocate the inclusion of an additional speed reducing hump before north bound traffic reaches the bridge. Slower traffic over the Cashmere Stream Bridge would reduce ground vibrations that are often similar to earthquakes when heavy trucks cross.

						<p>9. Vegetation planting at the reshaped intersection of Hurunui Street and Cashmere Road must not be of a type that obscures important sight lines as viewed by drivers of vehicles. Therefore that necessarily excludes bushy shrubs and low branch dense foliage trees.</p> <p>10. Support for the reshaping of this Hurunui / Worsleys intersection is logical on safety grounds because the turning movements at this intersection are near a curve in Worsleys Road.</p> <p>11. The other intersection reshapes noted in the plan are clearly intended to discourage traffic from bypassing the traffic light controlled intersection and when combined with speed humps look to calm and slow traffic in those residential streets. Speed humps can cause noise and vibration disturbance to adjacent houses. They are not the only way to discourage "rat running" and induce slow traffic.</p> <p>12. If cycling on Cashmere Road from the bridge to the redesigned intersection can be discouraged by the creation of an attractive and safer alternative routes, it would allow for retention, or later re-introduction of kerb-side car parking on the south side of Cashmere Road near the shopping centre.</p> <p>Matter outside the design brief for consideration by CCC</p> <p>13. We are aware of the desire to link major cycle routes through this part of Christchurch. We are also aware that solutions to that matter lie outside the budget for the intersection improvements that are the subject of this submission. However, forward planning should consider alternative options for providing for cyclists other than on Cashmere Road in sections where there are severe space limitations.</p> <p>14. We would like to see those options explored, costed, and put out for public comment. One suggested option is mentioned below.</p> <p>15. The use of Ashgrove Terrace linking to Worsley Reserve and Hurunui Street, would provide a quiet road / off road route and a good link to the Adventure Park. The big problem is how to get from Ashgrove Terrace across Cashmere Road and into the Reserve.</p> <p>16. A new shared (cyclist and pedestrian) bridge over the Heathcote River and a short tunnel under Cashmere Road would remove much conflict and improve pedestrian safety by diverting pedestrians and recreational cyclists off Cashmere Road and allowing for wider traffic lanes in that narrow section of Cashmere Road. Higher speed road cycling could then better co-exist with motorised traffic on that length of Cashmere Road.</p> <p>17. The occasional temporary closure of such a recreational walking / cycling route because of severe stream flooding has to be considered. It is expected that flood control improvements in the upper catchments of the Cashmere Stream and the Heathcote River will reduce the incidence and severity of floods that would cause temporary walkway / cycleway closures even with Climate Change!</p> <p>18. Clearly detailed investigations would be needed to confirm or reject the feasibility of this possible link in the pedestrian and cycle networks. The views of neighbour residents as well as the wider community who would use the facility need to be obtained.</p> <p>Thank you for the opportunity to attend the drop in session at Silverbacks Café on Monday evening 14th August 2017, and encouragement to make this submission. I am open to further discussions with your professional staff.</p>
84.	5665	Lynn		Christchurch		Support option two
85.	5664	Peter		Christchurch	Have some concerns	<p>Do not support option two</p> <p>We have considerable concern about the proposal to shift the bus stop to outside 140 Cashmere Road.</p> <p>Both proposals reduce the number of car parks available to the Cracroft shops. This means increased use of the shopping centre car-park which already becomes heavily congested at busy periods. Entry and egress from this car-park is difficult (this could be helped significantly by increasing its width but this does not appear to be included in the proposals, presumably because it is a matter for the shopping centre owners). Placing the bus stop, which is in frequent use (the Orbiter 10 minute service), is going to make use of the car-park that much more difficult with buses pulling into the proposed bus stop.</p> <p>There also appears to be some confusion about the existing bus stops in the proposal document. The bus stops mentioned (outside 170 Cashmere Rd and outside 349 Hoon Hay Road) service two different routes, the Westmoreland service and the Orbiter. Removing the stop outside 170 Cashmere Road may make some sense given the proximity of the next stop in Hoon Hay Road. Shifting the bus stop from 349 Hoon Hay Road to outside the shopping centre doesn't make sense. As well as adding to the problems of congestion at the shopping centre car-park mentioned above It actually reduces (contrary to the statement in the proposal document) the distance to the next Orbiter stop which is just past the Furnihurst Street intersection with Cashmere Road. It also increases the distance from the prior Orbiter stop, which is in Rose Street</p> <p>If the existing stop outside 349 is too close to the proposed intersection layout it would be better shifted back to outside for example 347 Hoon Hay Road.</p>
86.	5663	Jeremy	Hoon Hay	Christchurch		Support option one
87.	5662	Sandra	Cashmere	Christchurch		<p>I would like to request fewer speed bumps on Mavin Road</p> <p>I am about to put in a land claim to EQC for damage due to the exceptionally high water level on my section.</p> <p>A speed bump right outside my house may bell result in movement to our house, this along with car engines slowing and speeding up again will effect my tenant's quality of life. They would rather have cars driving fast down this road than experience the effects of a high water table and speed bumps on their road.</p>

88.	5661	David	Cracroft	Christchurch	Have some concerns	Do not support option two	<p>Overall I support the plan - an upgrade has long been needed. The proposals for the intersection are good to me, but a few minor adjustments would improve things more.</p> <p>1. The bus stop (difficult). I have concerns regarding visibility, access etc. if the bus stop is moved from Hoon Hay Road to outside the shops. Additionally, living in Cracroft, I am aware many bus users are elderly and somewhat infirm. I would not like the stop moved further away from the intersection.</p> <p>2. Speed humps. There seem too many to me and vehicles slowing and accelerating will increase noise and pollution along Mavin and Kaiwara. Halve the number and wait and see if traffic becomes a problem.</p> <p>However, I would like a speed hump at the Opihi/Cashmere intersection to dissuade cycle park traffic (and new subdivision traffic) from using Hurunui Street. The Hurunui / Worsleys intersection would be better with an island on Hurunui Street to prevent corner cutting from right turning traffic off Worsleys Road.</p>
89.	5650	Katrina / Bevan	Cracroft	Christchurch	Support option one	Do not support option two	<p>We would also like to see additional speed humps along Worsleys Road, and no parking on the corner with the bridge over the river, it seems that certain people get to either the bridge or the bottom of the hill and regard this as "open road" speed, ideally a speed hump just south of the entrance to Dalweny Lane would be ideal it would also make people slow down before the entrance to the adventure park thanks</p>
90.	5587	Rebecca			Have some concerns	Do not support option two	<p>As a shop owner the more street parking the better. Would be great to have the 4 parks on our side plus the two parks on the other side as in option two.</p>
91.	5547	Rob	Hoon Hay	Christchurch	Have some concerns	Do not support option two	<p>I am concerned about the number of speed humps proposed for Blakiston Street, Kaiwara Street and Mavin Road. We certainly need some form of traffic control to prevent commuters taking shortcuts to avoid the Hoon Hay / Cashmere said ntersection. However, the number of speed humps proposed is excessive and simply punishes the residents of these streets.</p> <p>I would be far happier for there to be distinct disincentive to traffic entering these streets, alongside improvements at Hoon Hay/ Cashmere. Those together should make sufficient difference.</p>
92.	5546	Susan	Hoon Hay	Christchurch	Have some concerns	Do not support option two	<p>The concern i have is to do with the number of judder bars intended to be positioned within Kaiwara st, Mavin rd and Blakiston st. From my house in Kaiwara st i will have to cross 7 judder bars to exit via Blakiston st onto Hoon hay rd. I feel the large number of judder bars is an impediment to the flow of traffic for these residents. Yes we would like to reduce the number of drivers whipping down our street, as they currently do to avoid the Hoonhay rd- Cashmere rd intersection, but i would hope that by narrowing the entry / exits into these streets and postioning a judder bar at each entry point only that this would significantly reduce non resdent traffic flow without causing a huge annoyance factor to street residents.</p>
93.	5544	Paul	Hoon Hay	Christchurch	Support option one	Do not support option two	<p>Mavin Road, Kaiwara Street and Blakiston Road.</p> <p>14 seems a lot of speed humps for these streets. This number of speed humps will have the following negative effects:</p> <p>For the residents of these streets:</p> <ul style="list-style-type: none"> - They will have to negotiate them when they are driving to and from their properties. - There will be increased noise from other residents decelerating and accelerating due to the speed humps. <p>For the residents of the surrounding streets:</p> <ul style="list-style-type: none"> - Allowing some of the traffic to use secondary roads reduces the congestion and noise for residents and users of Hoon Hay road. - Forcing more traffic onto Hoon Hay road increases the difficulty of exiting Tekoa and Greta places. <p>I'sm generally opposed to the council forcing all traffic down a primary road, when there are secondary roads that can relieve some of the congestion. The secondary roads are not the only residential roads, the primary road has residents as well. The residents on Hoon Hay road have as much right to reasonable traffic levels as those on Blakiston Street.</p> <p>My suggestion: Use 3 speed humps, one at each of the entrances to Mavin Road, Kaiwara Street and Blakiston Road.</p> <p>My vested interest: I am a cyclist who lives in Tekoa Place, with cycling children.</p>
94.	5543	John	Cracroft	Christchurch	Have some concerns	Have some concerns	<p>At our meeting of 14th August we have urged people in our community to put in their own submissions . We have consulted the local shopping area and support them in their concerns . Their main concern is the bus stop on Cashmere Road proposed and would prefer the stop be on Hoon Hay Road further back. The area proposed on Cashmere Road would give extra parking for the shops. The post box to be close to the Dairy if possible .</p> <p>In general option one they support but we have urged them to put in their own "have your say" also.</p> <p>23/08/2017</p> <p>Cashmere Road/Hoon Hay Road/Worsleys Road Intersection Improvements</p> <p>We in general support the number one option with part of number two option.</p> <p>1. We have put in an online request that the yellow no stopping lines outside our property at number 2 Worsleys Road and would like to comment on why - we have no objection to the lines directly in front of our property but lines beyond this point would seriously any visitors wanting to park.</p> <p>It would also effect our opposite neighbours of 161a and 161 Cashmere Road. This is their main entrance as they have no parking on cashmere Road. (161a is a flat and have six or more tenants and they park overnight on Worsleys Road)</p>

							<p>2. Could option two for parking not be implemented in option one. Just a cut into the grass berm for the extra two car parks</p> <p>3. The "Sharrows" could be a problem on Hoon Hay & Worsleys Road ????</p> <p>4. Do you not think it is an overkill of no stopping lines on Hoon Hay Road to Greta Place??</p> <p>5. Why the sharp left hand turn from Worsleys Road to Cashmere Road??</p> <p>6. Are the left turn from cashmere Road to Hoon Hay Road and left from Cashmere Road to Worsleys Road give way turns?</p> <p>Apart from that the plan looks no too bad.</p>
95.	5539	Rick	Cracroft	Christchurch	Do not support option one	Have some concerns	The letter box should remain on the shops side, making it accessible to 18 car parks , instead of 2 car parks on the south side of Cashmere Rd. Relocate the bus stop from 349 Hoon Hay Rd. back to about 345 , and use the proposed new stop location outside the car park for car parks instead. Do not think that the raised bump outside 4 Worsleys Rd. is required , as there are two at the Worsleys / Hurinui corner.
96.	5529			Christchurch	Support option one		
97.	5528	Joyce	Cracroft	Christchurch	Support option one		<p>North side of Cashmere Road would make it safer for people to go into shops than having to cross from the south side and having a post box on north side would make it easy for all as walkers could cross with the light.</p> <p>Also I would like to see some sort of notice to pedestrians to use the zebra crossings and not try to cross from the north side of Cashmere Road at Shalmar Drive as this is a dangerous habit of many especially group walkers</p>
98.	5527	Kevin	Hoon Hay	Christchurch	Have some concerns		<p>I am strongly opposed to the amount of and the need for humps on Kaiwara, Mavin & Blakiston Streets.</p> <p>The only reason the odd person uses these streets to access Hoon Hay and Cashmere Roads is because of the dodgy intersection.</p> <p>Once the lights are installed the problem is solved and people will use it especially those wishing to turn right.</p> <p>Quite simply a waste of public money for humps.</p>
99.	5526	Trevor		Christchurch	Have some concerns		<p>The layout is fine, it supports multiple users - car, bus, cyclist, pedestrian.</p> <p>However, all is completely pointless if it encourages the return of the super-sized trucks (B-trains etc.) that take a shortcut from the port to the South (&vice versa).</p> <p>This plan could be seen as a step in the direction towards making Cashmere Road a convenient trucking by pass route, when it should be a suburban living street.</p>
100.	5524	Owen	Cracroft	Christchurch	Have some concerns	Do not support option two	<p>The overall concept is great and will help local residents with a much safer entry/exit into Worsleys road, and enable better access to the bike park. Over time it will encourage more people to park cars outside of the Worsleys area and ride to the bike park.</p> <p>When currently riding to the bike park, the most dangerous place to ride is on Cashmere Road near the bridge over Cashmere Stream. The road around the bend is very narrow and when biking around the corner cars bank up behind you waiting to pass. Many riders then ride on the footpath to avoid the cars. If your plan fixes this corner and the entry into Worsleys it will be a fantastic solution.</p>
101.	5522	Ben	Cracroft	Christchurch	Do not support option one	Do not support option two	<p>Why does the bus stop need to move into Cashmere Road ? I have traffic safety concerns with the proposed bus stop in both options 1 & 2</p> <ol style="list-style-type: none"> 1. Bus passengers will leaving the bus at this stop will generally head back towards Hoon Hay road direction and this will clashing with cars leaving the Cracroft shopping car-park at peak times and residents driveways for 1/140 to 138 2. Traffic leaving Cracroft shops parking area, with parked bus obscuring exiting cars seeing traffic from the left hand side (PMH end of Cashmere Road). A number of patrons using this shopping centre are elderly and drive to this destination and their reaction times trying to exit the carpark whole a bus is parked could be challenging and unsafe. 3. Residents in houses from 1/140 to 134 Cashmere Road exit via incline out of their driveways. parked bus / shelter in either option will obscure their ability see approaching traffic from either direction (depending on the driveway site) and safely exit their driveway. 4. Cashmere Road width even with the proposed no parking zones, new laybys for bus and car parking for the new intersection would be complicated with high rotation bus routes like Orbiter at peak times. I can see traffic backing up as the bus exits or merges from the parking layby from either option 1 or 2 . This would be complicated also by residents from 153 to 157 trying to turn right from Cashmere road into their driveway with a bus trying to leave the bus stop. <p>Council desire to avoid duplication of bus stops in the area. e.g. the existing bus stop at 349 Hoon Hay road and bus stop at 173 Cashmere road only approx 100m apart for Westmorland route.</p> <ol style="list-style-type: none"> 1. My suggestion leave existing bus stop at 349 Hoon Hay road. move the 173 Cashmere road down towards the Ophi street intersection and remove 197 Cashmere road bus stop. extends the distance between bus stops and has little impact on bus patrons in the area. <p>Desire to make the proposed cycle lane in Hoon Hay road safer with removal of bus stop at 349 Hoon Hay road.</p> <ol style="list-style-type: none"> 1. Has the inclusion of bus laybys been considered for the current bus stop at 349 Hoon Hay road to help with cycle lane safety? <p>Alternatively moving this bus stop back towards Greta place to improve safety.</p>

							<p>Has NorWest Arc route been considered as part of this intersection design brief?</p> <p>1. Volume of cycle traffic generally comes from PMH Cashmere road end across the bridge and down towards Westmorland or in reverse.</p> <p>2. It was proposed the NorWest Arc route would deliver cyclist and pedestrians to the MB Adventure park in Worsleys Road. This would also reduce any increase in cycle traffic down Hoon Hay Road. Reducing the need to remove the bus stop at 349 Hoon Hay road.</p>
102.	5521	Graeme	Christchurch	Christchurch	Support option one	Do not support option two	<p>I am in support of Cracroft shopping operators. 4 car parks on North side of Cashmere Road will be good for them. 2 parks on the opposite side of road not as safe for customers of Cracroft shops or as good for businesses.</p> <p>The plan otherwise looks good and will be good for us accessing Worsleys Road.</p>
103.	5519	Kathleen	Christchurch	Christchurch	Support option one	Do not support option two	
104.	5506	Julian		Christchurch	Have some concerns		<p>Bus Stop 170 Cashmere Road.</p> <p>1. We operate a Garden Centre at 205 Cashmere Road. The bus stop provides many customers to us that cannot drive at 170 Cashmere Road. I disagree with its removal.</p> <p>2. Disagree with speed humps on Kaiwara and Mavin Roads as the alignment and lights at HoonHay and Worsleys Road will prevent traffic blocks forcing cars to use those roads.</p> <p>3. Disagree with intersection reshaping, as it narrows roads, makes it harder for trucks to turn into Main Roads, such as Cashmere Road also slows down traffic too much and removes car parking options.</p> <p>4. Agree with the rest of the plan especially planting of trees.</p> <p>Regards Julian</p>
105.	5505	Tony	Cashmere	Christchurch		Support option two	<p>I like the idea of the two parking spots - restricted parking (say 30 minute park).</p> <p>This means people can stop to get lunch/milk/paper and then proceed down Cashmere Road towards West Moreland.</p> <p>Some times it is difficult to make a right turn from the Cracroft Shopping car park.</p>
106.	5501	Brian	Christchurch	Christchurch	Support option one	Do not support option two	<p>I use this intersection for cycling and driving. I think it is more important to have car parking on the North side of the road to give easy quick access to the shops. I rarely see more than 2 or 3 cars parked on the north side between the access to the shops and the bridge. The current intersection is a really dodgy one on a bike in both directions. Sometimes I ride on the south footpath to leave more room for motorists going in the same direction. It feels like a bit of a squeeze.</p>
107.	5485	Kara	Hoon Hay	Christchurch	Support option one		<p>Sounds great but having to negotiate 5 speed humps in a very short distance from my home to Hoon Hay road will be a challenge as it groans going over humps.</p>
108.	5484	Anja	Cracroft	Christchurch	Do not support option one	Have some concerns	<p>Both option 1 and 2 will mean that cars will be parked along a road where cyclists will pass.</p> <p>As most drivers will be stopping to go to the shops, the drivers will be in a rush.</p> <p>Most drivers do not properly look to see if cyclists are on the road in any case. When they are in a rush to get their shopping done, they will not think to look into their mirrors and over their shoulder before opening their car door. If this happens, cyclists will either be hit by the opening door, or swerve onto the road.</p> <p>Result: High chance of injuries or even death</p>
109.	5483	D & P		Christchurch	Do not support option one	Support option two	<p>Concerns with option 1 - carparks near corner will be difficult to use/get out of safely.</p> <p>Both options - the bus stop is very near the intersection. Will the bus be able to exit safely back onto Cashmere Road? Thinking particularly about cyclists - buses are hazardous pulling out.</p> <p>Both options - how accessible are the Cracroft shops to cars? Bus appears to potentially block entrance / exit</p> <p>Both options - will there be an arrow on the light to allow right-hand traffic into Hoon Hay from Cashmere at peak times (e.g. 8am)? If not, potential for traffic to back up past Shalamar Drive - blocking the exit. Already if a bus gets stuck trying to a right hand turn traffic cars back up past Shalamar.</p>
110.	5482	Amy					<p>Kia ora,</p> <p>I love the idea of lining up Hoon Hay Road and Worsley'ss Road, that will help immensely with that intersection. I also appreciate the moving of the bus stops and putting in traffic lights. I don't like the idea of adding a speed bump to Worsley'ss Road as it is already quite narrow with the regular cars parked on the side of the road which means vehicles are already driving fairly slowly through there.</p> <p>Kind regards, Amy</p>

111.	5454	Peter	Hoon Hay	Christchurch	Support option one		
112.	5453	Lesley		Christchurch	Support option one		I think you need to put road humps at the entrance of Opiki Road and along Hurunui Street towards Worsleys Rd in order to help discourage through traffic, just as you are doing in Kaiwara St, Main Rd etc. If you don't do this the traffic will speed along these roads, which is unacceptable.
113.	5451	Ian	Cashmere	Christchurch	Support option one	Do not support option two	
114.	5450	Jane	Cashmere	Christchurch	Support option one	Do not support option two	
115.	5442	Bob	Somerfield	Christchurch	Support option one		It would be good to have a few trees established around the intersection to replace the 4 that are to be removed. We live in a Sylvan environment that needs to be enhanced not depleted
116.	5440	Tyrone	Christchurch	Christchurch	Support option one	Support option two	I use this route daily to commute by bicycle and support both options. This is a critical change in my opinion as the current intersection layout is incredibly dangerous and will only become worse with the adventure park re-opening and the new subdivision going ahead.
117.	5396	Aaron	Avondale	Christchurch	Support option one	Support option two	
118.	4998	Kelly	Cashmere		Have some concerns	Have some concerns	I fully support the change to traffic lights and the reshaping of Hoon Hay Rd / Worsleys Rd back to their previous shapes. This seems like a very sensible idea as do all the changes with bus stops / trees / parking etc. However, I would strongly urge that we do not put any speed humps onto the surrounding roads. There are serious international concerns about the pollution and climate impacts of these "traffic calming" devices. Indeed, the UK government is moving to fund local authorities to remove all speed humps to help the environment. These environmental concerns are in addition to the general issue that deliberately making roads worse for drivers is hardly an optimal outcome. If we need to put in measures to keep speeds down on the side roads, using the type of speed cameras that calculate average journey speeds would seem far better than the outdated concept of road humps. This would mean that people need to drive correctly for the whole of their trip along Kaiwara / Mavin / Blakiston rather than just braking for speed humps. It would also have the advantage of being a potential source of revenue for the council. Rather than immediately putting in any "traffic calming" devices, I would recommend an interim period with no such devices. After this period, an analysis can be done of traffic flows to see whether there has been a sufficient increase in traffic to justify adding such measures.
119.	4916	Daryl	Hoon hay	Christchurch	Support option one		We think this is a very good idea especially the speed bumps on Blakiston St and Main Rd as a lot of cars all ready use the side streets as a short cut Thanks
120.	4910	Murray		Christchurch	Have some concerns		1. I don't feel there is a need for speed humps to be installed in the Worsleys Rd/Hurunui St. 2. I think there is no need to narrow Hurunui either, narrow streets cause more harm than good 3. Worsleys Rd needs to be widened not narrowed. The traffic needs to flow. 4. Not sure that by reducing the number of car parks you are not going to cause congestion in the Cracroft Shopping Centre 5. Car parks on the south side need to go as crossing Cashmere Rd can be tricky. 6. Removal of the pedestrian island is great as this stretch of road is very narrow
121.	4899	Anthony	Cracroft	Christchurch	Support option one		Speed humps on Waipara Street Cracroft either side of park
122.	4893	Andrew	Cracroft	Christchurch	Do not support option one	Support option two	Including 4 parking spaces on the north side of Cashmere Road in option 1 is dangerous. Motorists at the moment don't indicate when leaving the present parking spaces - this causes concern for motorists turning right from Worsley Road onto Cashmere Road Option two is the best!
123.	4892	B & P		Christchurch	Support option one		Never been particularly safe parking on roadside opposite shops so good to exclude this. Retain Post Box somewhere close to proposed new car parks on road side Inclusion of marked cycle lanes is good
124.	4890	Henry	Hoon hay	Christchurch	Support option one	Do not support option two	Very keen on speed humps. The sooner the better. Speeding is already an issue down our street.

125.	4889	Patrick	Hoon hay	Christchurch	Support option one		Option one retains car parking on the north side of Cashmere Road. This will be more benefit to both the shopkeepers - particularly dairy. And to passing cars wanting to pull in. Crossing the road to the shops makes no sense
126.	4888	H & P		Christchurch	Support option one		Make sure the parking bays outside Cracroft Shops are deep enough for a car door to open without knocking a cyclist off. There are a lot of cyclists and they need room to avoid distracted drivers.
127.	4886	Julie	Hoon Hay	Christchurch	Have some concerns	Have some concerns	<p>I don't see why we can't have 4 spaces on the north side of the road, and 2 (or preferably more) parks on the south side of the road. If one option is safe, why aren't both?</p> <p>It's a nightmare trying to turn into the Cracroft shops as it is - and with more people trying to do it and no parking anywhere close by because of all the yellow lines everywhere, then it's only going make it more difficult (and subsequently dangerous) to try and go to the shops.</p> <p>KAWAIRA STREET - I live in Kaiwara Street and turn left into Cashmere Road a lot - as well as right sometimes. It appears that there is going to be a narrowing of the entrance to Kaiwara St? (If it is, then it's misleading to call it reshaping in my opinion).</p> <p>If this happens and cars can't turn right and also left at the same time into Cashmere Rd (which has been happening safely now for a long time) then I think that it will cause anger and frustration for many residents. As we know, anger and frustration cause accidents.</p> <p>I think that the speed humps are a good idea, but that is sufficient and we don't need the additional narrowing of the exit on to Cashmere Road. I think that the lights and speed humps will deter enough people - and I think there should be a decent trial period of just the lights and speed humps to see how it goes before any narrowing is done (if that is what "reshaping" does mean).</p> <p>I feel on the whole that the roads in Christchurch are becoming draconian with all the yellow lines everywhere, and restrictions on car usage - making life for business owners a nightmare, and not much better for us residents.</p>
128.	4862	Richard & Lorraine	Cashmere	Christchurch	Support option one		
129.	4859	Martin & Sarah	Cracroft	Christchurch	Support option one	Do not support option two	<p>I think speed humps on Opihi Street to prevent drivers using it as a quick cut thru too from / to Worsleys Road should be added or intersection reshaping as at Worsleys / Hurunui intersection.</p> <p>Is there any plans to address cyclist/pedestrian safety on the bund near Shalamar Drive where the footpath is very close to the traffic / i.e. underpass??</p> <p>Maybe a reduction in the speed limit to 30 or 40 kph from Cracroft shops to Ferniehurst Street should be considered.</p>
130.	4858	Brad & Vicki	Halswell	Christchurch	Do not support option one	Support option two	<p>We definitely support road humps on the side roads, e.g. Marvin Road. It is important that these streets do not become cut-through routes as they already are to some extent.</p> <p>We support option 2 because parking on-street on Cashmere Road should only be on one side. parking on the south side will support parking and travelling on for south-west bound vehicles.</p>
131.	4857	Mrs		Christchurch			<p>Traffic lights only. Cashmere & Hoon Hay Road Intersection</p> <p>Do NOT complicated things. Lived here 65 years 17 Marvin Road</p> <p>Leave Island in the middle for pedestrians crossing</p> <p>And keep cyclists off footpaths</p>
132.	4837	John & Mary	Cracroft	Christchurch	Have some concerns	Do not support option two	General support option one but object to the no stopping lines outside our property at number 2 to the extent as proposed as parking for visitors and shop patrons and others would be really restricted. We would like to discuss this with you and out our proposal.
133.	4797	Sam	Cashmere	Christchurch	Support option one		
134.	4796	Michael	Cashmere	Christchurch	Support option one		<p>What about a reply pls.</p> <p>I would like as I have asked before speed bumps in Ferniehurst St, as it has become a race track fro the boy racers, which the Govt and Council do nothing about (just talk) must be Lab/Greens in the Council.</p> <p>So speed bumps in Ferniehurst St please. And get back to me on a reply pls.</p> <p>Good idea for lights at Worsleys Road Cashmere Rd but!</p> <p>BUT!! that will increase the traffic down Ferniehurst St as it is used now a short cut onto Rose St. Also widen Cashmere Road from Craycroft Bridge to Ferniehurst St bridge at the same time, for bike.</p>
135.	4795	John & Bern	Hoon hay	Christchurch	Support option one		<p>But - stop waisting ratepayers money with speed humps in Blakeston, Mavin and Kaiwara Street/Roads.</p> <p>Traffic has never been a problem in these streets and with the newly proposed traffic lights at Cracroft this will remain so and may in fact be even better for the residents of these streets/roads</p>
136.	4794	Mrs N	Cracroft	Christchurch	Have some concerns	Do not support option two	<p>Good to see the no stopping line extended from 169 to 171 Cashmere Road. South side been a problem in the past, cars being parked over my drive.</p> <p>Would like to see 2 parking spaces on the south side of Cashmere Road outside 161 Cashmere Road. Even if only a 10 min park.</p> <p>The shopping centre needs to keep the on road parking (4 spaces).</p>

							The letter box, moved closer to Cracroft Shopping Centre, much easier for when its cleared.
137.	4793	Steven	Hoon Hay	Christchurch	Have some concerns		Do not think there should be road humps on Worsley Road
138.	4792	Julie		Christchurch			1. Danne Mora Holdings Ltd is undertaking the Westmoreland development that adjoins Worsleys Road. 2. Danne Mora Holdings Ltd supports the intersection improvements to Cashmere Road, Worsleys Road, Hoon Hay Road corner. 3. Danne Mora Holdings Ltd has no opinion as to whether Option 1 or Option 2 regarding the parking on Cashmere Road should be progressed.
139.	4751	Alan	Cracroft	Christchurch	Support option one	Support option two	The intersection has become increasingly impossible to navigate, especially in the mornings. The problem is the huge amount of traffic travelling northeast on Cashmere Rd means that a queue forms for traffic travelling northwest on Cashmere Rd wishing to turn right onto Hoon Hay Road. This queue blocks the way for all traffic wishing to exit Worsleys Rd for three reasons...1) the queue blocks a turn right out of Worsleys Rd and 2) because Worsleys Road is single lane at the exit, all Worsleys Rd traffic becomes stuck including those wishing to turn left onto Cashmere Rd and 3) it's not possible to join the queue for those wanting to exit Worsleys Rd onto Hoon Hay Rd. In summary, exit from Worsleys Rd becomes almost impossible. Instead, residents are being forced to "rat-run" the back streets, jump curbs, take chances, aggressively push-in etc.
140.	4739	Ivon	Cracroft	Christchurch	Support option one	Do not support option two	I like the proposals
141.	4738	Steve	Cashmere	Christchurch	Support option one		Good plan Car park at Cracroft Shopping Centre often full so option 1 is preferable to 2. Crossing road from car parks in option 2 creates a hazard
142.	4736	Des & Marie		Christchurch	Support option one	Do not support option two	Having 4 parking spaces directly outside Cracroft Shopping Centre is better than having 2 parking spaces on the south side of Cashmere Road
143.	4735	Lara & Warwick	Somerfield	Christchurch			To be honest, either option is going to be an improvement so go for it!
144.	4734	Nicole	Cracroft	Christchurch	Support option one	Do not support option two	
145.	4725	David		Christchurch	Support option one		
146.	4723	John	Cracroft	Christchurch	Support option one		
147.	4722	Ian & Jane	Cracroft	Christchurch	Support option one		We would like some further road bumps on Worsleys Road towards our road Holmcroft Court. The reason being traffic often travels very fast down Worsleys Road - much faster than the 50kmph speed limit. By only having speed humps near the end of Worsleys Road it will encourage traffic to speed up when over them as the head up to Worsleys Road. it will not slow down traffic heading down Worsleys Road until well past our road and well into the built up population area
148.	4721	Jade	Hoon Hay	Christchurch	Support option one		Option 1 means less risk for shoppers, as they don't have to cross the road to use the shops. Road bumps on Hurunui Street could also help to discourage through traffic from the intersection improvement works
149.	4720	Trevor & Melva		Christchurch	Support option one	Support option two	Option one or two as long as proposed bus stop and bus shelter do not impede exiting our driveway left or right
150.	4719	Arthur & Sandra	Somerfield	Christchurch	Support option one		
151.	4717	Christine	Cracroft	Christchurch	Do not support option one	Do not support option two	My name is Christine and I am the owner-occupier of Hurunui Street. I wish to convey to the Christchurch City Council that I strongly object to the proposed speed hump being located outside my home on Worsleys Road. The proposed speed hump is located next to my outdoor living area and bedroom. In the short period of time since the Christchurch Adventure Park has been operating, there has been a significant increase in speeding noisy vehicles. These vehicles include: 1 Large 4WD vehicles; 2 Cars towing trailers carrying mountain bikes; 3 Large Tourist buses; and

							<p>4 Trucks.</p> <p>The noise generated by these vehicles hitting the speed bump will unreasonably interfere with my fundamental right to quiet enjoyment of my property.</p> <p>I would like to bring to the Council's attention that there are also a number of elderly people who walk their dogs to the Reserve. In order to do this, they are required to cross Worsley's Road. Because of high volume of traffic now using Worsleys Road (owing to the Adventure Park and the new subdivision) it is virtually impossible to cross Worsley's Road safely.</p> <p>I submit that rather installing a speed hump, that a safer solution would be to install a crossing controlled by traffic lights. This option would also have the desired effect of slowing down speeding traffic approaching the Hurunui Street / Worsley's Road intersection from either direction.</p> <p>Please advise whether the Christchurch City Council intends to lower the speed limit to a safer speed zone of 30km along Worsleys Road.</p> <p>I look forward to your receiving your response regarding the matters outlined in my above submissions.</p>
152.	4716	Steven	Hoon Hay	Christchurch	Support option one	Support option two	
153.	4715	Clive	Cracroft	Christchurch	Have some concerns	Do not support option two	Will there be right turning arrows?
154.	4703	John	Hoon Hay	Christchurch	Have some concerns	Do not support option two	<p>We are pleased to see the plans to reshape the entrances to Kaiwara, Blakiston and Mavin Road as well as speed humps. Our street has got noticeably busier over time with drivers taking a 'short cut' to avoid the Hoon Hay/Cashmere Road intersection. Many drivers exceed the limit too, so we're very keen on the proposed changes, which will deal with our concerns about the traffic light controlled intersection encouraging increased use of our street.</p> <p>As a footnote, we support our local Cracroft shops and share their concern over the removal of so many of the current Cashmere Road car parks. This small group of shops is one of the things that makes this area so appealing to live in and it would be a real shame to lose some of the small businesses after all they've been through. Ironically, The Adventure Park is one of the tenants!</p> <p>Thanks and regards, John Proffitt & Christine Galbraith</p> <p>15.08.2017</p> <p>Hi Tara</p> <p>I've already sent in a submission but after attending last night's drop in session, I have some more comments concerning the proposed bus stop relocation.</p> <p>There was a lot of opposition to relocating the current Hoon Hay Road stop around the corner onto Cashmere Road, and I'm inclined to agree. The CCC Planning representative (sorry, but I didn't get his name) seemed to think that the new stop would be better for shoppers who use the bus to get to the Cracroft shops. We've lived in this area for 18 years now and as frequent bus users I can assure you that nearly all shoppers at Cracroft either arrive by car, bicycle or on foot. Only a tiny percentage of bus users even get off at the Hoon Hay Road stop during shopping hours.</p> <p>A suggested compromise was to relocate the bus stop further back along Hoon Hay Road (toward the city) by 50-100 metres. The Planning Officer worried that this would make it too far from the shops but my wife and I are both in our 70s and would have no trouble coping with the extra distance. It would probably make the buses easier to see too.</p> <p>We also use the Cashmere Road route to cycle on regularly, and I can see the proposed bus stop creating a hazard area on an already dodgy road for cyclists. I didn't say anything at last night's meeting because we had a bus driver in attendance who clearly saw cyclists as a menace to everyone else!</p> <p>Thank you and kind regards,</p> <p>John & Christine</p>
155.	4696	Jacqui	HOON HAY	Christchurch	Have some concerns	Have some concerns	<p>I think moving the bus stops to beside the entrance to the Cracroft shops is dangerous. Any buses stopped on the bus stop may impede the view from cars exiting the car park., making the risk of MVA higher. It is already a challenge turning right out of the car park trying to see traffic coming around the corners from Hoon Hay Rd, Worsleys Rd and from Cashmere Rd over the bridge, as well as cars parked outside the shopping centre on the street.</p> <p>The bus stops service two different bus routes. The 145 bus to West Moreland does not travel past the Cracroft shops although the Orbiter does.</p>
156.	4661	Wayne	Cracroft	Christchurch	Have some concerns	Do not support option two	<p>The car parks in option two on Cashmere Road are not required. There is a car park onsite for the Cracroft shops. 1.Improvement in the traffic flow with as a result of the proposed works will give shoppers easier, safer access to the onsite car park. 2. Reducing roadside parking will encourage more local residents to walk to the shops - better for their health and the environment.</p> <p>On the assumption that the proposed works first aims are to increase traffic flow and safety for motorists, cyclists and pedestrians, then maximising the workable space for turning lanes may require the removal of further green space on Cashmere road and Hoon Hay Road. Less green berm will create additional options for lane placement. Also, if required, the power-poles that inhabit the berm areas could be removed to give greater options for traffic flow. Obviously if this were to occur the power supplies will need to go underground at greater expense. Please invest in the long term requirements of this intersection. Do it once, do it right.</p>
157.	4660	Jamie	Westmorland	Christchurch	Have some concerns	Do not support option two	<p>As a parent of young children but also a keen cyclist myself I really support this intersection upgrade going ahead. Crossing this road has always been rushed and stressful. I would also strongly advocate this work is done in combination with the planned bridge cycle underpass from Worsleys Road to Ashgrove Terrace allowing young mountain bikers a quiet and safe alternative route to the Adventure Park without needing to ride around Cashmere Road bridge. I am also a bit concerned with left turning traffic from Hoon Hay Road into Cashmere Road sharing the straight ahead lane with cyclists wanting to go to the Bike Park. The Orbiter bus makes this left turn frequently. It would be good if cyclists had a dedicated lane and prioritised</p>

							lighting sequencing allowing them to go first ahead of cars and other motorised traffic. And are the proposed speed humps in other side streets really necessary? These could cause unexpected and potentially more dangerous problems.
158.	4655	Husaini / Helen	Hoon Hay	Christchurch	Do not support option one	Support option two	Very straight forward explanations regarding the options outlined. Option two gives more flow of traffic and less congestion parking on the street
159.	4654	Jeff & Robyn	Cashmere	Christchurch	Support option one	Do not support option two	The sooner the better. And how long will the work take - it will involve significant disruption to traffic flows during construction
160.	4642	Shirley	Cracroft	Christchurch	Support option one	Do not support option two	
161.	4641	Maurice	Cracroft	Christchurch	Support option one	Do not support option two	
162.	4630	Matthew	RD4	Christchurch	Do not support option one	Support option two	BIKES MUST COME FIRST AT THE JUNCTION- increase in kids cycling to school, commuters going in to town and Christchurch Adventure Park cyclists. Option 2- More preferable- I support the idea of removing the car parks from the north side of cashmere road, and support car parks on the south side of the road, providing there is a pedestrian crossing on the junction for shoppers heading south on cashmere road to park in. adequate room for cyclist to navigate around park cars must be ensured here. Option 1- less Preferable- If 4 car parks are necessary so close to the left hand turn at Hoon Hay road, then cycles will need to be allowed to proceed before cars in order to reduce the risk of collision during a left turn on to cashmere road. I do not support retaining the car parks on the north side of cashmere road, cars will inevitably cross the cycle lane without checking for cycles.
163.	4628	Richard	Cracroft	Christchurch	Have some concerns	Do not support option two	A speed hump is needed on Opihi Street at the intersection with Cashmere road. With the current proposal too much traffic will come down Hurunui Street. We have already noticed a significant increase when the park was open.
164.	4626	Richard	Christchurch	Christchurch	Have some concerns	Do not support option two	Concerned that there will be a turning arrow function for right turning traffic from Worsleys and Hoon Hay Rds? Also thinking that the lights, though very much needed, are going to cause a huge bank up of traffic around the blind corner towards Princess Margaret Hospital at times. Severe limitations will also be placed on the Cracroft shops and ability to safely access and egress.
165.	4620	Renee	Somerfield	Christchurch	Support option one	Do not support option two	Prefer option one as it retaining more car parking on the shopping centre side, but am not completely opposed to option two. I'm just glad to see the intersection is getting an upgrade. Will be great as a cyclist heading out to Halswell Quarry also.
166.	4619	Norman	Cracroft	Chch	Support option one	Do not support option two	
167.	4615	Duncan	Cashmere	Christchurch	Have some concerns	Support option two	Option two seems to allow for entry by service vehicles behind the shops, while Option 1 doesn't. With the amount of on-site parking at the Cracroft Shops, I believe it is better to provide street parking on the opposite side of the road (ie as per Option 2). Option 2 also allows for additional planting areas which I see as a positive difference between the options. The sooner these works are completed the better in my opinion. I am happy that the CCC has given this intersection priority and am very happy with the proposed design. It is all the better since it doesn't require the acquisition of residential properties and with traffic signals any potential concern with askewed alignment means that it is really not an issue.
168.	4614	Trevor		Christchurch			Hi Tara The 31 July 2017 mailer regarding the above project shows the various traffic lanes through this intersection but makes no mention of the way that the traffic lights are set up. It has been noted that there are a significant number of vehicles performing left turns at this intersection to the extent that the project has two left turn slip lanes and two left turn/cyclist only lanes. However cars making left turns on a journey in one direction usually end up making right turns in the same places on the return journey, but there is no mention of the significant numbers of vehicles performing right turns at this intersection (including both the Orbiter and Westmorland buses), or whether right-turn only phases will be included in the lights. Also I would recommend that where an intersection has right-turn only phases, where possible the traffic heading the other way should get a left-turn arrow as well, which helps clear left turning vehicles at a time that does not conflict with pedestrian movements. The design of this intersection appears to be suitable for a left turn arrow for Hoon Hay Road but would need to be adjusted to suit a left turn arrow for Worsleys Road. Could you tell me whether and right or left turn arrows are proposed for this intersection please? Also it would be helpful if the Attachment A map were to show the proposed positions of the mail box for Options 1 and 2. Finally you may wish to consider a road hump/entrance narrowing for Opihi Road at Cashmere Road to discourage Worsleys Road traffic from bypassing the intersection if heading to or from the West. Best regards Trevor
169.	4609	Joshua					Hi Tara I live on Kaiwara Street and although there are vehicles that use our street as a thoroughfare/shortcut to avoid the intersection of Hoon Hay Rd. I would rather that than have to live with 14

							Speed bumps on mine and neighbouring streets
							Regards Josh
170.	4608	John	CHRISTCHURCH	CHRISTCHURCH	Have some concerns	Do not support option two	Have some concern about shifting the bus stop from Hoon Hay road. Cashmere road is busier. Would it not be better to remove the bus stop on Cashmere road to keep the traffic flowing?
171.	4607	Jono	Rolleston	Rolleston	Have some concerns	Support option two	The addition of car parks on the southern side allows vehicles to stop to visit shops without having to cross the road - ultimately much safer.
172.	4606	Andrew	Lower Cashmere	Christchurch	Have some concerns	Do not support option two	I support Option 1 because it will provide two more on-street parking spaces than Option 2. Also, with Option 2 it will be very difficult for cars to exit the two parking spaces on the south side of the road due to the high volume of traffic going west on Cashmere Road and traffic stopped at the new traffic lights blocking the road. I also believe that traffic from the east will attempt to avoid the intersection by turning down Ferniehurst St / Palmside St - this is already happening but will only get worse. Therefore I ask for speed humps in Ferniehurst Street and Palmside Street to discourage this, just as has been planned for Kaiwara/Mavin.
173.	4605	Jackson	Christchurch	Christchurch	Support option one	Support option two	Having better provision for cyclists and pedestrians is fantastic, and well overdue. In particular, I frequently cross at this intersection with my two preschool children, and it is a nightmare during rush hour. A pedestrian cycle on the lights will be a huge improvement
174.	4601	Nick			Support option one	Support option two	
175.	4589	Bruce & Heather	Cracroft	Christchurch	Have some concerns	Do not support option two	1. Traffic Signals to have right turning arrows Hoon Hay Road/Worsleys Road and Cashmere Road 2. Narrow Opihi St and install Road Hump off Cashmere Rd 3. Install at least 3 Road Humps on Hurunui St. (The short time the Adventure Park was open I estimate an increase of traffic by 10 times.
176.	4583	Mark	Halswell	Christchurch	Support option one	Do not support option two	
177.	4582	Leigh	Cashmere	Christchurch	Support option one	Have some concerns	
178.	4580	Ian			Have some concerns	Have some concerns	I drive along Cashmere Road nearly every day to/from work so I'm well aware of the state of play of this intersection and so agree it needs some work. The parking situation is of no relevance to me, so I've no preference for either option as regards parking. I've two other comments however: 1) I'd prefer a roundabout to traffic lights if that's at all possible. In my experience when a roundabout is replaced with lights, in most cases the traffic flow slows down. I realise roundabouts come with their own issues, but I find them smoother to navigate than lights in spite of the number of people who can't seem to figure out how to indicate around them. 2) When you replace the trees and plantings, please use natives (non-deciduous). They're our trees, and they cause a lot less grief with blocking drains as they shed less in the way of leaves.
179.	4578	Hamish			Support option one	Do not support option two	
180.	4576	Tynan	Halswell		Support option one	Do not support option two	It's currently not appropriate for the volume of traffic around that intersection. Option 1 would make it much safer.
181.	4575	Whitney	Westmorland	Christchurch	Have some concerns	Have some concerns	I support option one, traffic lights and an alignment of this intersection are crucial as this intersection has become really congested, busy and quite frankly dangerous. It takes forever to the intersection especially at peak hours due to congestion. Due to the volume of traffic going through the intersection drivers are taking risks trying to turn without adequate time / space before oncoming traffic creating a serious hazard for other drivers (particularly those turning right onto Cashmere rd from Hoon Hay rd and those turning right from Cashmere onto Hoon Hay). The side streets of Mavin road and Kaiwara st which are small residential side streets face a huge increase of fast paced traffic with people currently trying to avoid the intersection in its current form due to the aforementioned issues, Also serious hazard for cyclists. I am however concerned about the reduction of parking - less access and reduced business for cracroft shops.
182.	4571	Dave	cashmere	chch	Support option one	Do not support option two	i support option 1 - as a safer and more sensible choice that will allow council to deal with the traffic issues at this junction. It will also presumably be marginally safer as it won't have parked cars blocking the early views of pedestrians heading for the new pedestrian crossing (for traffic heading west and turning into worseleys). Please make this work an urgent priority as traffic volumes will only increase.
183.	4569	Kent	Christchurch	Christchurch	Support option one	Do not support option two	Option one makes more sense - parking is contrary to the flow of inbound traffic for the bike park. Parking on the south side creates a pedestrian crossing point for shops and impedes flow of traffic turning left into worseleys rd
184.	4566	Karyn	halswell	Christchurch	Support option one	Support option two	Both options will be a huge improvement and we look forward to this getting completing mid 2018.
185.	4565	Carina		Christchurch	Do not support option one	Support option two	Great to see the improvements to pedestrian facilities. Some comments included on the attachment re the installation of tgsi and request for change to a garden edge. I would like to meet onsite prior to the layouts of the warning and directional tgsi being confirmed as the diagrams show some incorrect staggers. Also questions on the locations of the signal poles and the distance of the setback from the kerbs.

							<p>Directional tgsi are required to locate the crossing on the SW corner of Worsleys Rd and Hurunui St to the East side of Worsleys. Is there a kerb ramp going in on the opposite side or should this crossing option be removed?</p> <p>Option 2 that provides carparks on the opposite side of the road makes sense to limit right hand turns at peak times into the Cracroft shopping centre, those on the same side have a simple left turn to enter and park off road.</p>
186.	4564	Richard	Parklands	Christchurch	Do not support option one	Have some concerns	If the parking on the south side is intended for people who are using the dairy at the shops on the north, then wouldn't it be safer if a pedestrian island was provided.