

Augustine Drive / Halswell Road intersection comments and Project Team responses				
Sub no.	First name	Last name	Comments	Project Team responses
1	Tim	Joyce	The attached intersection layout looks pretty good however there is nothing to assist cyclists turning left out of Augustine Dr into Halswell Rd (heading in to town). There may not be room for a left turning cycle lane - but please consider a cut down kerb, say 75m back from the lights to allow cyclists to ride on a shared cycleway/footpath to get to Halswell Rd. There is a similar problem further along Halswell Rd at Aidanfield Dr - and provides a huge challenge for cyclists when there is a queue of traffic. Also, any chance of getting the footpath here linked to the one coming out of Aidanfield Dr. There is no safe pedestrian access along this section of Halswell Rd.	<p>Project team agree to include a cut-down to allow left turning cyclists to join the shared path to travel city bound.</p> <p>The shared path along the western side of Halswell Road will be extended from Augustine Drive to Dunbars Road as part of a separate project.</p>
2	Dean	Thomson	Why do you allow misrepresentation of this subdivision. It has 2 suburbs between "Halswell Commons"; being Aidenfield and Oaklands the Halswell. The street sign AFTER this subdivision says "Halswell 2KM". This subdivision name is total misrepresentative. It has Spreydon house on it and is in Hoon Hay and has a Hoon Hay post code, one of these names would have been more suitable. Maybe they can try Lower West Morland or South Wigram would be more appropriate. A property along Lincoln Road isn't in Lincoln.	The naming of the subdivision sits with the developer and not CCC.
3	David	Thompson	<p>I think this is a great idea. I just have a question regarding the intersection of Hendersons Rd and Halswell Rd: What impact do you envisage the proposed lights will have on traffic on Hendersons? This can back up and is notoriously difficult to turn right out of. I observe that there will be four different lanes at the lights, which would ease the queues - will this be sufficient? I comment as a commuting cyclist who uses Hendersons Rd as part of my commute from Josephine Crescent to Sydenham.</p> <p>Is the idea that Hendersons will eventually be closed off upon completion of the Halswell North development?</p>	<p>Traffic should not enter an intersection if it cannot be cleared. Therefore, when Halswell Road has a red signal, there could be more opportunities for traffic to turn right into and out of Hendersons Road if the intersection isn't blocked. This can be monitored post implementation, and enforcement can be undertaken. Further measures may include additional road marking.</p> <p>The delays on Hendersons Road are unlikely to be reduced as a result of this project. There are two routes being formed to connect Hendersons Road with Monsaraz Boulevard, the collector road and preferred route being closer to the Sparks Road end of Hendersons Road. However, both routes can be used to access Monsaraz Boulevard and the signals with Halswell Road. The changes to traffic as a result of the traffic signals will be reviewed post-implementation.</p> <p>The final design and operation of the Halswell Road/Hendersons Road intersection is still being considered by Council and the New Zealand Transport Agency (NZTA), as road controlling authority for Halswell Road.</p>
4	Chris	Morahan	<p>I like the improved pedestrian crossing facilities (Halswell Road can be very difficult to cross at the moment). I like the cycle provision, especially the shared footpath/cycleway, and can envisage cycling on this with my children to access the commercial development.</p> <p>As a regular orange route bus user, I am surprised there is no bus priority included. With bus priority throughout the rest of the Halswell/Lincoln Roads set to be implemented in the next couple of years it seems like it would have been prudent to include them in this intersection upgrade to avoid rework later.</p>	The work at the intersection does not preclude bus priority measures being added. The NZTA and CCC are to undertake a study of the Lincoln/Halswell Road corridor to consider future requirements for public transport.

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5	Carla	Grove	This is a great idea. However, please consider a roundabout at the Halswell Road, Aidanfield Drive intersection. We live on this corner and the number of accidents has been numerous over the past two years. The 80 KM zone and the school traffic (from Aidanfield Dr) makes for lots of traffic which in turn creates chaos during peak travel times. We hear the breaks slamming and the crashes at times from within our home.	The final design and operation of the Aidanfield Drive/Halswell Road intersection will be determined by the New Zealand Transport Agency as road controlling authority for Halswell Road.
6	Toby	Verryt	As a neighbour and frequent user of this intersection I agree with the proposed traffic lights and intersection changes. I would also add that the speed limit west of the intersection would benefit from being reduced to 50km/hr given the increasing residential development adjacent.	It is proposed that the speed limit be reviewed by NZTA as development progresses along the Halswell Road corridor.
7	Leila	Torrington Environment Canterbury	Thank you for the opportunity to provide feedback on the new signals in the Augustine Drive/Halswell Rd area. Environment Canterbury would like to express our support for the signals. These provide a safer crossing for bus passengers and the public from Halswell Rd in the short term, and a safer turning environment for buses in the long term if any Metro routes needed to turn left or right into Augustine Drive. The signals will encourage the smooth flow of traffic and reduce the risk of collisions by replacing give-way with a formal signalised structure.	
8	Dr Debbie	Walkden	I am very happy about having traffic lights at Augustine / Halswell Road since it will become much safer for us as cyclists.  Would you consider bus stops between Augustine and Aidanfield Drive?	There are changes proposed to public transport facilities with a new facility being provided in the new commercial centre on the east side of Halswell Road.
9	Jason	Burns	Will there be "no stopping" cross hatching on Halswell Rd / Hendersons Rd intersection to stop traffic blocking intersection? Looks like full access to / from Hendersons Rd which is good. Developer said might be only left in - left out.	Traffic should not enter an intersection if it cannot be cleared. Therefore, when Halswell Road has a red signal, there could be more opportunities for traffic to turn right into and out of Hendersons Road if the intersection isn't blocked. This can be monitored post implementation, and enforcement can be undertaken. Further measures may include additional road marking.  The delays on Hendersons Road are unlikely to be reduced as a result of this project. There are two routes being formed to connect Hendersons Road with Monsaraz Boulevard, the collector road, which is the preferred route being closer to the Sparks Road end of Hendersons Road, and a local road connection closer to Hendersons Road. However, both routes can be used to access Monsaraz Boulevard and the signals with Halswell Road. The changes to traffic as a result of the traffic signals will be reviewed post-implementation.  The final design and operation of the Halswell Road/Hendersons Road intersection is still being considered by Council and the New Zealand Transport Agency as road controlling authority for Halswell Road.
10	Pete	Bidby	Recommend that straight through lanes on SH75 should only be one straight through lane rather than the proposed two. Bottle necks always occur at intersection Hoonhay Road / SH75 / Halswell Road and the same will occur of proposed intersection due to very heavy traffic flows morning and night.  Henderson Road turn right always backs up in the evenings so single straight through lane heading towards CHCH city would be safer than two straight through lanes merging just before Hendersons Road.  (all my comments above are irrelevant if the future 4 laning from Halswell to Lyttelton Street is in future road planning)	The provision of two through lanes on the Halswell Road approaches is to assist in maintaining throughput of traffic on Halswell Road.
11	Paul	Jameson	The likelihood of unintended consequences is adequately demonstrated by the effect the recent placement of the refuge island near Templeton Rd had on traffic heading North (and occasionally south) along Halswell Rd as right turn traffic into Hendersons Rd backed up during	

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			<p>peak hours. Placing traffic lights at the junction of Augustine Dr and Halswell Rd, while welcome, needs to consider the following:</p> <ol style="list-style-type: none"> <li>1. Avoid Euphrasie Dr becoming a major thoroughfare. At the moment, traffic heading towards Halwell Rd along Aidanfield Dr generally exit at that junction. Halswell Rd, especially between Halswell and Hoon Hay has go extremely busy due to residential development in Halswell/Wigram/Aidanfield over the last 5+ years. Now, there is no easy time of the day to exit from Aidanfield Dr onto Halwell Rd, especially when turning right towards Halswell. If lights are not installed here at the same time, drivers will use Euphrasie Dr to access Halswell Rd via the controlled Augustine Dr/Halswell Rd Junction.</li> <li>2. Resolve the right turn problem (northbound) into Henderson Rd. Even though the refuge is being removed, the plan shows a raised median strip and 2 lanes on Halswell Rd converging just prior to the right turn. The increase in traffic caused by dual lanes (where only one lane exists at the moment) is likely to compound the traffic impact of vehicles turning right into Henderson Rd. One answer lies in extending the dual lanes past Henderson Rd heading north. In part, this could be accommodated by reducing the new southbound lanes that seem to overcompensate for a south-bound traffic issue that is factors less than the northbound problem. Cycle lanes could simply be removed to the road verge (already exist on west side) and allow the left turn lanes to also be straight through lanes. Synchronised sets of lights at both Augustine Dr and Hendersons may also be useful?</li> <li>3. Consider a full dual carriageway from Dunbars Rd to Hendersons Rd. Part of the traffic issue all along Halswell Rd to Lincoln Rd is the constant opening and closing of lanes at traffic lights. While the dual carriageway constraints are recognised closer to the city, it does not apply between Halswell and Hoon Hay. Extending the dual carriageway must improve flow and provides a partial resolution for the difficulty of Aidanfield Dr traffic turning left into Halswell Rd (much of the traffic that would turn right at this junction uses McMahan Dr to access Dunbars Rd, and from there to the lights at the Dunbars Rd/Halswell Dr junction. I appreciate that you may have already considered some of these issues/options. From my perspective, I have seen too may short-term/less costly fixes not resolve the problem or simply shift it elsewhere and would like to see the proposed solution broadened.</li> </ol> <p>Thank you for the opportunity to contribute.</p>	<p>It is proposed to undertake traffic and speed counts along Euphrasie Drive before and after the implementation of traffic signals at Augustine Drive/Halswell Road/Monsaraz Boulevard. If volumes and speeds increase, then additional traffic calming will be investigated.</p> <p>The final design and operation of the Halswell Road corridor including the Halswell Road/Hendersons Road intersection is still being considered by Council and the New Zealand Transport Agency as road controlling authority for Halswell Road.</p> <p>There are two routes being formed to connect Hendersons Road with Monsaraz Boulevard, the collector road, which is the preferred route being closer to the Sparks Road end of Hendersons Road, and a local road connection closer to Hendersons Road. Traffic will then also be able to use the signals to turn right to connect with Sparks Road and Hendersons Road.</p>
12	Paula	Heslin	<p>Personally I think your priority is the intersection Halswell Road and Hendersons Road. Hendersons Road is now used as a thru road. The speed is in excess of 50kmh. Especially as the main exit from the subdivision is onto Hendersons Road.</p> <p>It is IMPOSSIBLE to NEGOTIATE either from Hendersons Road to Halswell Road. Halswell Road into Hendersons.</p> <p>At peak times there is traffic queued up from Dunbars Road to Hoon Hay Road making it impossible to exit or enter.</p>	<p>The final design and operation of the Halswell Road corridor including the Halswell Road/Hendersons Road intersection is still being considered by Council and the New Zealand Transport Agency, as road controlling authority for Halswell Road.</p> <p>There are two routes being formed to connect Hendersons Road with Monsaraz Boulevard, the collector road, which is the preferred route being closer to the Sparks Road end of Hendersons Road, and a local road connection closer to Hendersons Road. Traffic will then also be able to use the signals to turn right to connect with Sparks Road and Hendersons Road.</p>
13	Carina	Duke Blind Foundation	<p>Recommend that the crossing for pedestrians is a single phase crossing and vehicle lanes to remain a single straight ahead lane as is the current layout. The speed limit will need to be lowered to support this change in layout.</p>	<p>The pedestrian crossings are to be staggered to allow for multiple pedestrian and vehicle movements to be undertaken at the same time to reduce delays on Halswell Road.</p>
14	Michael	Campbell	<p>Hi there. We do support this change to Halswell Road / Augustine Dr but we are quite excited about the developments of both the adjacent Nai Puna Wai sports hub and the new development at Halswell Commons.</p>	

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			<p>We do have some concerns however about the design of the intersection and the subsequent effects on traffic it will have, especially at peak times. We are most concerned about the potential for traffic congestion caused by a red light signal at the new intersection to cause traffic to back up past Hendersons Road, particularly at the evening peak. It is already almost impossible for most of the day to turn right from Hendersons Road into Halswell road without long waits and we think this will cause this to become much harder, especially if the intersection of Henderson's Road and Halswell road are left as they are today without changes. We feel this change will also likely cause left turning traffic from Hendersons Rd into Halswell Rd to back up along Hendersons road at the evening peak. We would like the effects on Hendersons road and its intersection with Halswell road to be considered in this plan. We are also concerned about the congestion these traffic signals will cause on Halswell Road during both the morning and evening peaks. Traffic is already quite slow in and out of the city during the morning and evening peaks respectively and therefore the changes to a controlled intersection we feel are likely to cause severe congestion at peak times on Halswell Road. This might also lead to an increase of traffic onto Rowley Ave &amp; Hendersons Road as vehicles attempt to bypass a congested Halswell Road.</p> <p>We feel consideration of a double laned roundabout instead of traffic signals on the intersection of Halswell Road, Augustine Drive and Monsaraz Boulevard might allow the traffic to flow better at all times of the day. We would also like to see consideration to the increased traffic in the area of these developments on Hendersons Road - Maybe with the addition of Speed Bumps or similar control measures to ensure this road does not become a bypass route to commuting traffic. Thanks for the opportunity to submit, please feel free to contact me if you require any further information.</p>	<p>The final design and operation of the Halswell Road corridor including the Halswell Road/Hendersons Road intersection is still being considered by Council and the New Zealand Transport Agency, as road controlling authority for Halswell Road.</p> <p>There are two routes being formed to connect Hendersons Road with Monsaraz Boulevard, the collector road, which is the preferred route being closer to the Sparks Road end of Hendersons Road, and a local road connection closer to Hendersons Road. Traffic will then also be able to use the signals to turn right to connect with Sparks Road and Hendersons Road.</p> <p>Due to the different approaches generating different traffic volumes, a roundabout at this location would not be appropriate. Halswell Road still requires priority as a state highway route and the traffic signals would assist this.</p>
15	Terry	Mahr	Please ensure that all the right turning lanes have a dedicated right turning signal (right turn arrow), and for a decent period of time.	The final traffic signal operation is to be determined between Council and the New Zealand Transport Agency. Your request will be considered at this stage.
16	Doug	Hemsley	<p>I understand the need for light at this intersection. However, there is a long standing need for lights at the Aidanfield Drive/ Halswell Road intersection. Trying to enter Halswell Road from Aidanfield Drive to turn right towards Halswell is diabolical at almost any time of the day now. It is further exacerbated by the unnecessary 80kmh speed limit for this section of road, which has remained unchanged since before the creation of Aidanfield.</p> <p>Having lights only at the Augustine Drive intersection will back up traffic, I believe, across the Aidanfield Drive intersection at peak times and without lights I think it will become almost impossible to cross.</p>	The final design and operation of the Aidanfield Drive/Halswell Road intersection will be determined by the New Zealand Transport Agency as road controlling authority for Halswell Road.
17	Sally	Lochhead	<p>The size of the proposed intersection seems very large considering the existing carriageways is only 2. It would be interesting to see the proposed traffic flows that support this. I suggest the opportunity should be taken to place the cycle way off road i.e. along the wide verge of Halswell Road from Dunbars Road to Augustine Dr instead of on-road. This should also be designed for the (existing) cycle way in front of Spreydon Lodge. It currently extends along the pavement and is an ideal position to keep separate from the traffic.</p> <p>Would the traffic speed of 80km be reduced to 50km?</p>	<p>The provision of two through lanes on the Halswell Road approaches is to assist in maintaining throughput on Halswell Road. The shared path along the western side of Halswell Road will be extended from Augustine Drive to Dunbars Road as part of a separate project.</p> <p>It is proposed that the speed limit be reviewed by NZTA as development progresses along the Halswell Road corridor.</p>

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18	Daphne	Brass	<p>As a frequent walker of this area (2-3x weekly) I would not like to see the pedestrian island removed. It gives direct access to Templeton's Rd, which leads directly to the walk bridge and onto the Reserve.</p> <p>To wait at the set of lights (new) to cross will mean being in the midst of car fumes. Pedestrians are quite protected on the island, they can see gaps in the traffic and make use of them quickly and safely.</p> <p>A pedestrian crossing at the lights might be necessary when events are held in the area, but this is seldom at present.</p>	<p>The existing island is to be removed for safety reasons as pedestrians would be need to cross through merge and diverge areas and this is not a recommended solution. Pedestrians are advised to cross at the traffic signals.</p>
19	Grant	Sellars	<p>I hope to God, that this is only a proposal. While it will help improve safety from off Halswell Rd to Monsaraz Blvd, it will place all the traffic into Augustine Dr, and the only through outlet from Augustine Dr, will lead to Euphrasie. Which is already under pressure from through traffic.</p> <p>Euphrasie Dr is extremely narrow, being 7.2 mtrs wide, and with cars parked opposite each other and two trucks going imposing directions, have very little leeway. The width of Euphrasie Dr, with cars parked both sides is only one way, at 3 mtrs wide. There has been several incidents with minor damage to parked cars. A number of residents have taken to parking on their berms, to protect their cars. To increase the volume of traffic on Euphrasie Dr, it would be essential to widen the street, to the average width of other roads in Christchurch. This could be done by taking the burns back for road widening. Without doing that, would be criminal.</p>	<p>It is proposed to undertake traffic and speed counts along Euphrasie Drive before and after the implementation of traffic signals at Augustine Drive/Halswell Road/Monsaraz Boulevard. If volumes and speeds increase, then additional traffic calming will be investigated.</p> <p>It is not proposed to widen Euphrasie Drive. If there are concerns around vehicle safety, residents are encouraged to park off-street, if possible.</p>
20	David	Bately	<p>I think that at peak times, traffic lights will cause congestion, especially people using Hendersons Road and wishing to turn left or right into Halswell Road</p> <p>I believe a round-a-bout would keep traffic moving at a more satisfactory rate and mitigate the likelihood of major congestion at peak times.</p> <p>The only problem with a round-a-bout is that most New Zealanders fail to use them properly. This causing unnecessary congestion and collisions.</p>	<p>The final design and operation of the Halswell Road corridor including the Halswell Road/Hendersons Road intersection is still being considered by Council and the New Zealand Transport Agency, as road controlling authority for Halswell Road.</p> <p>There are two routes being formed to connect Hendersons Road with Monsaraz Boulevard, the collector road, which is the preferred route being closer to the Sparks Road end of Hendersons Road, and a local road connection closer to Hendersons Road. Traffic will then also be able to use the signals to turn right to connect with Sparks Road and Hendersons Road.</p> <p>Due to the different approaches generating different traffic volumes, a roundabout at this location would not be appropriate. Halswell Road still requires priority as a state highway route and the traffic signals would assist this.</p>
21	Graham	Pye	<p>I fail to understand why a single carriageway both ways turns into two lanes either side of an intersection and then goes back into a single lane again. It's a recipe for induced congestion.</p>	<p>The provision of two through lanes on the Halswell Road approaches is to assist in maintaining throughput on Halswell Road.</p>
22	Wayne	Keen	<p>I am deeply concerned by this proposal. The permanent disruption to residents in Augustine Drive is unnecessary. The preferred option is to bring traffic via lights into Aidanfield Drive where room has already been allowed for, this will then link up with the commercial centre which will be opposite.</p> <p>The traffic to Nga Puna Wai needs to come off Curletts Road and or Wigram Road. This will utilise the Rong Road and Motorway system already built. To bring this many cars up and down Augustine Drive every night for training and all weekend will have dire consequences for the residents and ratepayers in Aidanfield.</p> <p>Teams will change every hour for their practices resulting in over 200 cars in and 200 cars out every hour. There needs to be a complete traffic plan done for the new centre so we don't spend millions trying to fix it later.</p>	<p>The final design and operation of the Aidanfield Drive/Halswell Road intersection is currently being investigated by Council and the New Zealand Transport Agency as road controlling authority for Halswell Road.</p> <p>Traffic movements on Augustine Drive will be monitored post-implementation of the traffic signals and Nga Puna Wai, and if required other access points could be considered.</p>

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23	Judith	Densie	<p>Jennie called in on 26 June to discuss the above. While I have no objection to the removal of the two trees near 200B Halswell Road, I did ask Jennie if the removal meant that the grass verge was to be narrowed and the road widened at this point of the proposed plan that allows for traffic lights.</p> <p>The reason I ask is that I am concerned about my safety turning into my driveway (coming from Halswell) because, as I see it, two lanes of traffic will be merging at the point I will be turning left into my drive. Presently, I need to pull into the cycle lane to avoid the single lane of traffic behind me (not always possible if a cyclist is using the lane), but with two lanes merging in the proposed plan I am concerned that drivers may not notice me turning left if they are concentrating on merging. This may result in an accident.</p>	<p>The driveway is at the end of the merge point in a 50km/hr zone. Merging traffic will generally be moving more slowly through the busier times.</p> <p>The traffic rules allow a motor vehicle driver to drive within a cycle lane if:</p> <ul style="list-style-type: none"> <li>• The purpose is to cross the cycle lane to make a turn, leave a road, enter a marked lane or line of traffic from the side of the road or another marked lane, or to park in a place clear of a special vehicle lane; or to enter a stopping place or loading zone to pick up or drop off passengers or a load; and</li> <li>• The driver drives in the lane for the minimum length necessary to complete the manoeuvre and for no more than a maximum length of 50m; and</li> <li>• The driver gives way to vehicles entitled to use the lane (ie cyclists).</li> </ul>
24	David	Chamberlain On behalf of Menz Shed	<p>As you are aware the intersection of Halswell Road and Augustine Drive is to become a major intersection in Halswell because of its association with Canterbury Park, The Show Grounds and Ngā Puna Wai sports complex.</p> <ol style="list-style-type: none"> <li>1. The intersection should be designed with free left turns on all four sides of the intersection. This will reduce the build-up of traffic in the through lanes and produce better traffic flows. There are several examples of this style of free flowing left turning traffic intersections and they can be seen at Halswell Rd and Sparks Rd (2), Halswell Rd and Dunbars Rd (1), Halswell Rd and Hoon Hay Rd (1) Main South Rd Carmen Rd (2). There are also two new free left turn lanes built in the last two months in conjunction with the new traffic lights at Riccarton Rd and Deans Avenue. This would be one of the busiest intersections in the City for pedestrians and cyclists entering and leaving Hagley Park and the free left turns work faultlessly. To my knowledge there has never been an accident involving pedestrians and cyclists at any free left turning intersections. However I am sure that free left turns at Halswell Rd and Augustine Dr will improve the traffic flows and reduce the signal times between phases.</li> <li>2. Additional spare ducts should be provided on all sides of this intersection by all utilities e.g. power phone and traffic lights etc. For far too often we build a new intersection like this then find that within six months it is all ripped up again because one of the utilities has failed and they need to replace their cables and they don't have spare capacity. A spare duct laid at the time of installation will overcome this problem.</li> <li>3. It is important that we can get 4 temporary lanes in Augustine Drive for Show Day and major sports events as this is the feeder to the car park area and it is important that we don't have Police and traffic management standing around all day watching cars go by.</li> <li>4. Closure of Hendersons Road at Halswell Road was proposed to take place when this intersection was built and the traffic diverted through the new traffic signals at Augustine Drive. This will improve the traffic flow to Augustine Dr and improve the safety at Hendersons Rd intersection as it will no longer exist. The No 60 bus currently has great difficulty getting into and out of Hendersons Road and the change to Augustine Drive will improve the travel times for this bus through the controlled lights at Augustine Drive. Looking at your plan there is provision for this street connection in Hendersons Road between houses 325 and 329. This also fits with the closure of Templeton's Road at Halswell Road which has already taken place. Both of these side streets were planned to be closed a long time ago and we believe that the planned process should completed.</li> <li>5. A cycleway could be incorporated on the western side of this intersection now. It is envisaged that this cycleway could run from Dunbars Road to the Southern Motorway on</li> </ol>	<p>It is not proposed to incorporate free left turns at the intersection of Augustine Drive/Halswell Road/Monsaraz Boulevard in the interests of all road users.</p> <p>This is not just for pedestrians, but also cyclists that pass in front of the left turning vehicle waiting on the give-way. In congested periods it can also create additional delays for main road traffic:</p> <ol style="list-style-type: none"> <li>1) Vehicles cannot enter an intersection unless it can be cleared. Generally, if vehicles abide by this rule, left turning traffic from the slip lane begin to fill up the main road traffic resulting in vehicles on a green signal not being able to progress through the intersection.</li> <li>2) If traffic is queueing on the main road, they begin to let left turning vehicles out of the slip lane. This is called reverse priority and can create additional delays on the main road as further vehicles are unable to cross the limit line.</li> </ol> <p>Controlling the left turning vehicles can therefore assist with efficiency as well as safety.</p> <p>Additional ducts will be considered as part of the detailed design. Discussions will be held with utility providers to determine if there are any works that can be completed prior to or at the same time.</p> <p>Traffic Management plans will need to be submitted and approved by Council through the standard process.</p> <p>Hendersons Road is not being closed as part of this project. The final design and operation of the Halswell Road corridor including the Halswell Road/Hendersons Road intersection is still being considered by Council and the New Zealand Transport Agency, as road controlling authority for Halswell Road.</p> <p>There are two routes being formed to connect Hendersons Road with Monsaraz Boulevard, the collector road, which is the preferred route being closer to the Sparks Road end of Hendersons Road, and a local road connection closer to Hendersons Road. Traffic will then also be able to use the signals to turn right to connect with Sparks Road and Hendersons Road.</p>

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			<p>Lincoln and link up with the existing cycleway beside the motorway. This will allow cyclists to travel into the City via Brougham Street. If a 3.5 metres wide cycleway is built then I believe that cyclists should be safer on the inside of parked cars and away from moving traffic. The vision for this cycleway is that it be incorporated into the redesign and construction of four lanes on SH75 from Dunbars Road to Curletts Road and then the section between Curletts Road and Wrights Road when this new upgrade takes place.</p> <p>6. When the reconstruction is completed we need a consistent speed limit of 60kph from Whiteleigh Avenue to Candys Road. We currently have a 60kph limit from Dunbars Road to Candys Road and it works very well with a very low accident rate. This includes the 40kph School Zone at Halswell School. The remaining area ranges from 50 to 80Kph. Some people may question the 60kph limit on Halswell and Lincoln Roads but there is a precedent for this speed on major arterials in Christchurch. Roads like Blenheim Road and Brougham Street already have a 60kph speed limit which works well and allows good traffic flows.</p> <p>7. When the reconstruction takes place we need to include bus lanes on both sides from Dunbars Road to Moorhouse Avenue this will improve the travel times and may well remove some of the cars from this road. I am sure that you will be aware of the rapid population growth and the need for better bus services in the Halswell and Wigram areas.</p> <p>Thank you again for the opportunity and I hope that these ideas are of some help to you as we believe that they will improve the traffic flows on Halswell and Lincoln Roads.</p> <p>See alternative design file 17/715297</p>	<p>The shared path along the western side of Halswell Road will be extended from Augustine Drive to Dunbars Road as part of a separate project. Any cycleway connection to the southern motorway or to Wrights Road would form part of separate projects.</p> <p>Speed limits will be reviewed and amended as development progresses along Halswell Road and in the context of the wider long term Lincoln Road corridor proposals which are to be investigated by Council and the New Zealand Transport Agency.</p> <p>The work at the intersection does not preclude bus priority measures being added. The NZTA and CCC are to undertake a study of the Lincoln/Halswell Road corridor to consider future requirements for public transport.</p>
25	David	Chamberlain (personal submission)	<p>As you are aware the intersection of Halswell Road and Augustine Drive is to become a major intersection in Halswell because of its association with Canterbury Park, The Show Grounds and Ngā Puna Wai sports complex.</p> <p>1. The intersection should be designed with free left turns on all four sides of the intersection. This will reduce the build up of traffic in the through lanes and produce better traffic flows. There are several examples of this style of free flowing left turning traffic intersections and they can be seen at Halswell Rd and Sparks Rd (2), Halswell Rd and Dunbars Rd (1), Halswell Rd and Hoon Hay Rd (1) Main South Rd Carmen Rd (2). There are also two new free left turn lanes built in the last two months in conjunction with the new traffic lights at Riccarton Rd and Deans Avenue. This would be one of the busiest intersections in the City for pedestrians and cyclists entering and leaving Hagley Park and the free left turns work faultlessly. To my knowledge there has never been an accident involving pedestrians and cyclists at any free left turning intersections. However I am sure that free left turns at Halswell Rd and Augustine Dr will improve the traffic flows and reduce the signal times between phases.</p> <p>2. Additional spare ducts should be provided on all sides of this intersection by all utilities e.g. power phone and traffic lights etc. For far too often we build a new intersection like this then find that within six months it is all ripped up again because one of the utilities has failed and they need to replace their cables and they don't have spare capacity. A spare duct laid at the time of installation will overcome this problem.</p> <p>3. It is important that we can get 4 temporary lanes in Augustine Drive for Show Day and major sports events as this is the feeder to the car park area and it is important that we don't have Police and traffic management standing around all day watching cars go by.</p> <p>4. Closure of Hendersons Road at Halswell Road was proposed to take place when this intersection was built and the traffic diverted through the new traffic signals at Augustine Drive. This will improve the traffic flow to Augustine Dr and improve the safety at Hendersons</p>	<p>It is not proposed to incorporate free left turns at the intersection of Augustine Drive/Halswell Road/Monsaraz Boulevard in the interests of all road users.</p> <p>This is not just for pedestrians, but also cyclists that pass in front of the left turning vehicle waiting on the give-way. In congested periods it can also create additional delays for main road traffic:</p> <ol style="list-style-type: none"> <li>1) Vehicles cannot enter an intersection unless it can be cleared. Generally, if vehicles abide by this rule, left turning traffic from the slip lane begin to fill up the main road traffic resulting in vehicles on a green signal not being able to progress through the intersection.</li> <li>2) If traffic is queueing on the main road, they begin to let left turning vehicles out of the slip lane. This is called reverse priority and can create additional delays on the main road as further vehicles are unable to cross the limit line.</li> </ol> <p>Controlling the left turning vehicles can therefore assist with efficiency as well as safety.</p> <p>Additional ducts will be considered as part of the detailed design. Discussions will be held with utility providers to determine if there are any works that can be completed prior to or at the same time.</p> <p>Traffic Management plans will need to be submitted and approved by Council through the standard process.</p> <p>Hendersons Road is not being closed as part of this project. The final design and operation of the Halswell Road corridor including the Halswell Road/Hendersons Road intersection is still being considered by Council and the New Zealand Transport Agency, as road controlling authority for Halswell Road.</p>

Augustine Drive / Halswell Road intersection comments and Project Team responses				
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			<p>Rd intersection as it will no longer exist. The No 60 bus currently has great difficulty getting into and out of Hendersons Road and the change to Augustine Drive will improve the travel times for this bus through the controlled lights at Augustine Drive. Looking at your plan there is provision for this street connection in Hendersons Road between houses 325 and 329. This also fits with the closure of Templeton's Road at Halswell Road which has already taken place. Both of these side streets were planned to be closed a long time ago and we believe that the planned process should completed.</p> <p>5. A cycleway could be incorporated on the western side of this intersection now. It is envisaged that this cycleway could run from Dunbars Road to the Southern Motorway on Lincoln and link up with the existing cycleway beside the motorway. This will allow cyclists to travel into the City via Brougham Street. If a 3.5 metres wide cycleway is built then I believe that cyclists should be safer on the inside of parked cars and away from moving traffic. The vision for this cycleway is that it be incorporated into the redesign and construction of four lanes on SH75 from Dunbars Road to Curletts Road and then the section between Curletts Road and Wrights Road when this new upgrade takes place.</p> <p>6. When the reconstruction is completed we need a consistent speed limit of 60kph from Whiteleigh Avenue to Candys Road. We currently have a 60kph limit from Dunbars Road to Candys Road and it works very well with a very low accident rate. This includes the 40kph School Zone at Halswell School. The remaining area ranges from 50 to 80Kph. Some people may question the 60kph limit on Halswell and Lincoln Roads but there is a precedent for this speed on major arterials in Christchurch. Roads like Blenheim Road and Brougham Street already have a 60kph speed limit which works well and allows good traffic flows.</p> <p>7. When the reconstruction takes place we need to include bus lanes on both sides from Dunbars Road to Moorhouse Avenue this will improve the travel times and may well remove some of the cars from this road. I am sure that you will be aware of the rapid population growth and the need for better bus services in the Halswell and Wigram areas.</p> <p>Thank you again for the opportunity and I hope that these ideas are of some help to you as we believe that they will improve the traffic flows on Halswell and Lincoln Roads.</p> <p>I wish to be heard.</p> <p>See alternative design file 17/715297</p>	<p>There are two routes being formed to connect Hendersons Road with Monsaraz Boulevard, the collector road, which is the preferred route being closer to the Sparks Road end of Hendersons Road, and a local road connection closer to Hendersons Road. Traffic will then also be able to use the signals to turn right to connect with Sparks Road and Hendersons Road.</p> <p>The shared path along the western side of Halswell Road will be extended from Augustine Drive to Dunbars Road as part of a separate project. Any cycleway connection to the southern motorway or to Wrights Road would form part of separate projects.</p> <p>Speed limits will be reviewed and amended as development progresses along Halswell Road and in the context of the wider long term Lincoln Road corridor proposals which are to be investigated by Council and the New Zealand Transport Agency.</p> <p>The work at the intersection does not preclude bus priority measures being added. The NZTA are to undertake a study of the Halswell Road corridor to consider future requirements for public transport.</p>
26	David	Chamberlain Halswell Residents Association	<p>As you are aware the intersection of Halswell Road and Augustine Drive is to become a major intersection in Halswell because of its association with Canterbury Park, The Show Grounds and Ngā Puna Wai sports complex.</p> <p>1. The intersection should be designed with free left turns on all four sides of the intersection. This will reduce the build up of traffic in the through lanes and produce better traffic flows. There are several examples of this style of free flowing left turning traffic intersections and they can be seen at Halswell Rd and Sparks Rd (2), Halswell Rd and Dunbars Rd (1), Halswell Rd and Hoon Hay Rd (1) Main South Rd Carmen Rd (2). There are also two new free left turn lanes built in the last two months in conjunction with the new traffic lights at Riccarton Rd and Deans Avenue. This would be one of the busiest intersections in the City for pedestrians and cyclists entering and leaving Hagley Park and the free left turns work faultlessly. To my knowledge there has never been an accident involving pedestrians and cyclists at any free left turning intersections. However I am sure that free left turns at Halswell Rd and Augustine Dr will improve the traffic flows and reduce the signal times between phases.</p>	<p>It is not proposed to incorporate free left turns at the intersection of Augustine Drive/Halswell Road/Monsaraz Boulevard in the interests of all road users.</p> <p>This is not just for pedestrians, but also cyclists that pass in front of the left turning vehicle waiting on the give-way. In congested periods it can also create additional delays for main road traffic:</p> <ol style="list-style-type: none"> <li>1) Vehicles cannot enter an intersection unless it can be cleared. Generally, if vehicles abide by this rule, left turning traffic from the slip lane begin to fill up the main road traffic resulting in vehicles on a green signal not being able to progress through the intersection.</li> <li>2) If traffic is queueing on the main road, they begin to let left turning vehicles out of the slip lane. This is called reverse priority and can create additional delays on the main road as further vehicles are unable to cross the limit line.</li> </ol> <p>Controlling the left turning vehicles can therefore assist with efficiency as well as safety.</p>



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			<p>2. Additional spare ducts should be provided on all sides of this intersection by all utilities e.g. power phone and traffic lights etc. For far too often we build a new intersection like this then find that within six months it is all ripped up again because one of the utilities has failed and they need to replace their cables and they don't have spare capacity. A spare duct laid at the time of installation will overcome this problem.</p> <p>3. It is important that we can get 4 temporary lanes in Augustine Drive for Show Day and major sports events as this is the feeder to the car park area and it is important that we don't have Police and traffic management standing around all day watching cars go by.</p> <p>4. Closure of Hendersons Road at Halswell Road was proposed to take place when this intersection was built and the traffic diverted through the new traffic signals at Augustine Drive. This will improve the traffic flow to Augustine Dr and improve the safety at Hendersons Rd intersection as it will no longer exist. The No 60 bus currently has great difficulty getting into and out of Hendersons Road and the change to Augustine Drive will improve the travel times for this bus through the controlled lights at Augustine Drive. Looking at your plan there is provision for this street connection in Hendersons Road between houses 325 and 329. This also fits with the closure of Templeton's Road at Halswell Road which has already taken place. Both of these side streets were planned to be closed a long time ago and we believe that the planned process should be completed.</p> <p>5. A cycleway could be incorporated on the western side of this intersection now. It is envisaged that this cycleway could run from Dunbars Road to the Southern Motorway on Lincoln and link up with the existing cycleway beside the motorway. This will allow cyclists to travel into the City via Brougham Street. If a 3.5 metres wide cycleway is built then I believe that cyclists should be safer on the inside of parked cars and away from moving traffic. The vision for this cycleway is that it be incorporated into the redesign and construction of four lanes on SH75 from Dunbars Road to Curletts Road and then the section between Curletts Road and Wrights Road when this new upgrade takes place.</p> <p>6. When the reconstruction is completed we need a consistent speed limit of 60kph from Whiteleigh Avenue to Candys Road. We currently have a 60kph limit from Dunbars Road to Candys Road and it works very well with a very low accident rate. This includes the 40kph School Zone at Halswell School. The remaining area ranges from 50 to 80Kph. Some people may question the 60kph limit on Halswell and Lincoln Roads but there is a precedent for this speed on major arterials in Christchurch. Roads like Blenheim Road and Brougham Street already have a 60kph speed limit which works well and allows good traffic flows.</p> <p>7. When the reconstruction takes place we need to include bus lanes on both sides from Dunbars Road to Moorhouse Avenue this will improve the travel times and may well remove some of the cars from this road. I am sure that you will be aware of the rapid population growth and the need for better bus services in the Halswell and Wigram areas.</p> <p>Thank you again for the opportunity and I hope that these ideas are of some help to you as we believe that they will improve the traffic flows on Halswell and Lincoln Roads.</p> <p>See alternative design file 17/715297</p>	<p>Additional ducts will be considered as part of the detailed design. Discussions will be held with utility providers to determine if there are any works that can be completed prior to or at the same time.</p> <p>Traffic Management plans will need to be submitted and approved by Council through the standard process.</p> <p>Hendersons Road is not being closed as part of this project. The final design and operation of the Halswell Road corridor including the Halswell Road/Hendersons Road intersection is still being considered by Council and the New Zealand Transport Agency, as road controlling authority for Halswell Road. There are two routes being formed to connect Hendersons Road with Monsaraz Boulevard, the collector road, which is the preferred route being closer to the Sparks Road end of Hendersons Road, and a local road connection closer to Hendersons Road. 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