

FEEDBACK	TEAM RESPONSE
<ul style="list-style-type: none"> • It is far too close to Fairford Street. It needs to be further north outside 56-58 Gardiners Road. This proposed island should be much further away from any side street corners. • Being placed so close as shown in the plan will also make it very difficult for any traffic to turn right into Gardiners Road. Having to negotiate the crossing island while turning right would it make it possible that while watching traffic approaching from the north and the south, they might not see any children crossing from west to east across Gardiners Road, and possibly hit them. • Most inappropriate place for a road impediment - right adjacent to a T-intersection (uncontrolled). Please think about traffic safety whilst you're thinking of pedestrian safety. if you really need/want the P.refuge please place it well away from the intersection suggest outside Gardiner Road 56. 	<p>The selected site is where the demand for pedestrians to cross the road is, moving the crossing further away will defeat the objective of having the crossing. Vehicle tracking movements have been carried out which showed that resident vehicles on either side of the crossing can negotiate the crossing with no difficulty. Furthermore, the proposed location for a crossing will be subjected to an independent Road Safety Audit before it gets build to make sure it is as safe as it could be.</p>
<p>How disruptive to traffic is this going to be and how long will it take? We are missing a couple of trees from Gardiners Rd outside #63. If you're removing a tree from #53, it should be replanted at #49 not on Fairford Street</p>	<p>As with any road construction project, this is likely to cause some minor delays during construction stage which is estimated to be around 14 days. The location and species of the tree will be the subject of a Resource Consent and final decision by the Community Board, however based on the feedback received, the preferred replanting location is A on Gardiners Road.</p>
<ul style="list-style-type: none"> • Little thought has been considered where the crossing is being placed the main foot traffic comes from Aintree St to Harewood Road, Crofton Road via Pelorus Place and St Ives St. Foot traffic from The north end of Gardiners Road going to Cotswold school mainly go through the walk way around 78 Gardiners Road. A better place would be outside 39 Gardiners Road. • Most children crossing Gardiners Road appear from Aintree St. Surely the refuge would be best sited further south opposite 44 and beside the yellow 'CBD' vent. Any children from the northern end would surely use the alleyway thru to Oldwood St. 	<p>Pedestrian surveys were carried out in this area and the survey data supports the proposed location. Cotswold School have been informed of the proposed location and are in support.</p>

<ul style="list-style-type: none"> You are making no parking outside 4 over 60 units removing 2 parking spaces for visitors. The resulting yellow lines in this location would not have such a devastating effect on 51 and 53. (5 residences) (4 are 60+), and visitors cannot park on a shared drive. Further south driveway is a single residence. I have concerns about the lose of on street parking in both Fairford St and Gardiners Rd . Near the corner on Fairford St and both sides of the rd are frequently used for parking . No. 54 Gardiners Rd also has a number of cars parked on the rd after work and thru the night etc were do these cars park now ? 	<p>The proposed No Parking restrictions are important in order to keep the intersection free from congestion and to also make sure the crossing is well visible to both drivers and pedestrians.</p>
<ul style="list-style-type: none"> It would be more sensible to duplicate the traffic lights currently at the Harewood / Northcote/ Greers Rd intersection at the Harewood/ Breens/Gardiners Rd intersection. Benefits : phasing with the G Rd/Sawyers Arms Rds signals. I would rather have liked lights installed at Harewood, Breens-Gardiners Road intersection. 	<p>The current level of service for pedestrians in this area is not adequate. Site observations along with discussions with the school have identified a need to improve the level of service for pedestrians by proposing to install the crossing as proposed.</p>
<p>TREE</p>	
<p>The tree being removed does NOT need to be replaced especially not in position A. There was a tree near the front of that property when it was a house that caused enough problems to the drainage system. The ribbonwood trees are nothing but a PEST consistently distributing their rubbish (leaves, flowers etc) into the gutters blocking them right down to Harewood Road. The people in 53 will be happy to see it gone. Position B will also be unnecessary as there is already a tree near there, and it is only something else to cause diminished visibilty on the street.</p>	<p>The location and species of the tree will be the subject of a Resource Consent and final decision by the Community Board, however based on the feedback received, the preferred replanting location is "A", Gardiners Road.</p>
<p>Option A would impede the vision for vehicles coming from the driveway of the units of 49 &51.</p>	<p>The location and species of the tree will be the subject of a Resource Consent and final decision by the Community Board. If Option A was chosen by the Community Board every effort will be made to make sure it will have little or no impact on vision for vehicles coming from the driveway of units 49 &51.</p>
<p>Neither - why should we have any input into putting a tree in front of another persons house</p>	<p>In this case, it is a requirement to include a replanting option within the project consultation.</p>