

To whom it may concern

I am writing in reference to the Harewood Road/Gardeners/Breens intersection proposal. I reside at ■ Aintree street, Bishopdale located off Gardeners Road, and feel that option 1 would hinder the areas residents including myself.

Living off Gardeners Road and working in town, I use the turning bay on Harewood road to turn into Gardeners to get home. Removing this option, I and other residents would have to use the small backstreets between the roundabout at Bishopdale and Gardeners road, failing that, detouring round via Sawyer's arms Road. My concern is that the small back streets would become very busy and hazardous to drivers and residents, being loaded with parked cars already and children coming to and from Cotswold school.

As a resident that uses the right turn option from Gardeners road I am very aware of the problems it poses, however cutting the right turn off removes easy access to many amenities for myself and other residents the utilise this main route, for example, route to the airport, direct route to Hornby and Avonhead shops, the sports ground and garden centres and shops in the Roydvale ave/ Wairakie road area, the fruit and vegetable green grocer across from Nunweek park, the corner shops on Trafford street and Harwood school to name a few, oh and Copenhagen Bakery.

Apart from the long way around via Sawyers arms road onto Johns/Russley Road, to access the above mentioned, the most likely option would be the U-turn option described in the proposal. My concern is that this U-turn option will become so highly used, that it would pose a new problem area with backed up turning vehicles and the new need to pick a quick spot to turn into at the expense to oncoming traffic.

I was surprise to see there was no option for a roundabout alternative, however I am unaware if such an item would fit in this location. I for one would prefer to wait for the full set of traffic lights, to allow all access to remain feasible, instead of hindering this area further.

Thank you

Ellise Bennett



Improving the safety of Harewood / Gardiners / Breens Roads

Thank you for the opportunity to comment on the proposed options for addressing and improving the safety of the Harewood Road, Gardiners Road, Breens Road intersection. Obviously considerable effort has gone into investigating, formulating and publishing information about the two options that are being put forward.

I have lived in the area for the past 6.5 years and use this intersection several times a day. I am familiar with the risks and issues associated with this intersection and experience many of them daily. I recognise and acknowledge all the points listed in the published material under the heading **Intersection site constraints and issues** that currently affect safety.

Firstly I would like to highlight an issue that is not included in this list, which also serves to reinforce the need to do something about improving safety at this intersection:

I have seen that motorists and even truck drivers, crossing from Gardiners Road to Breens Road or vice versa, have taken to crossing the first three lanes and then waiting in the middle of the intersection for the lanes on the far side to clear, before continuing.

This action blocks traffic turning right from Harewood Road into Gardiners road (and also traffic turning right from Harewood Road into Breens Road). In addition to being very disconcerting for the right turning traffic I have also seen traffic travelling along Harewood Road in the right-hand lanes having to take avoidance actions to go around larger vehicles using this maneuver.

Proposed Options

In my view, there are serious flaws with Option 1, which if implemented as proposed, will increase the risks associated with this intersection. Option 2 would clearly improve safety for all intersection users.

Option 1

1. The first deficiency with Option 1 is that there is no allowance for traffic turning right (except for Buses) from Harewood Road into Gardiners road and also for traffic turning right from Harewood Road into Breens road.

In the whole 6+ years, I have been using this intersection I have not had any issue with turning right from Harewood Road into Gardiners or into Breens Road (apart from vehicles stopping half way - as mentioned above).

There are never more than 2-4 cars waiting to turn right, there is good visibility and people don't incur any risks in making this turn. Removing this turn for all vehicles except buses will force drivers to have to use less safe U-turn options or to take much longer routes.

I cannot see any logic to removing a right turn option that is both safe and convenient. It is evident that such a turn is needed since (a) Option 1 still allows busses to turn right and (b) a considerable number of vehicles currently safely use this turning option.

2. The most significant issue with this intersection is vehicles crossing from Gardiners Road to Breens Road (and vice versa) or turning right from Gardiners Road or Breens Road into Harewood Road. Preventing these two types of maneuver would eliminate the majority risks associated with this intersection, while minimising the inconvenience of having to take alternative routes.

The part of Option 1 where it is proposed to have left turning lanes only from Breens and Gardiners Roads into Harewood Road is therefore a step in the right direction as it prevents traffic from having to navigate across 6 lanes and making right turns into Harewood Road.

However, advocating the use of the U-turn slots on Harewood Road is not a viable solution for traffic wanting to cross from Gardiners to Breens Road and vice versa. While it is true to claim that and that this is a manoeuvre already used by drivers looking for a safe place to cross, it is by far from being risk free or an easy move.

These 'U-turn' slots are correctly identified as being approximately 160 meters from the intersection. Neither of these slots currently have signage to show they allow U-turns. In fact, they are simply short gaps in the median barrier that accommodate no more than one car (lengthways) at a time. They are difficult to see and very easy to drive straight past as I have done myself on more than one occasion.

There is no safety lead-in lane before either slot, such as are provided for at the right turning lanes into Breens and Harewood Roads. It would more natural for traffic wanting to U-turn safely to continue to the next lead-in lane past the Gardiners / Breens intersection (namely the right turns into Crofton Road and Leacroft Street).

Traffic crossing from Harewood to Breens (and vice versa) which makes use of these U-turn slots will in my view be a considerable safety issue. As an example, assuming I have made the left turn from Gardiners Road onto Harewood road (and this applies equally if I am doing the opposite left turn from Breens Road), I then have to accelerate along the left lane indicate and move into the right lane, recognise the U-turn slot, slow down and pull into it all within 160 meters. All of this takes place on a road where you have acknowledged in the **Intersection site constraints and issues** that "the wide dual lanes create an environment that encourages higher speeds".

If using the U-turn slots were to become an accepted procedure as is suggested then there is very likely to be more than one vehicle at a time trying this maneuver. Where does the second, third or fourth car stop while the first is waiting to turn using the U-turn slot? In the right-hand lane of Harewood Road, of course. Which will create a hazard for following traffic trying to avoid any queued stationary cars. It is also likely to cause more motorists travelling down Harewood Road to move to the left lane where of course all the traffic from Gardiners road (and similarly from Breens Road) will already be flowing into, which will increase risks.

The only way to use these slots for a U-turn is to pull into it facing the oncoming traffic, then you need to do a 180 degree turn once the way is clear. It is generally slow to execute such an extreme change in direction so extra timing clearance needs to be allowed for. Also, some larger vehicles may even need to do a multi-point turn to get around depending on their size and turning lock and whether any cars are parked opposite.

One U-turn slot is opposite the Copenhagen Café, which at times is a very congested area. The other turns into a very long stretch of Harewood Road where cars often speed up.

3. The very short list of published disadvantages for Option 1 notes that: “Some traffic currently crossing at this intersection will use other nearby streets rather than the U-turn slots on Harewood Road”. I think this statement significantly underestimates the likely consequences of this change on local traffic flows, as does the statement that “Some local trips which would have used this intersection may require the use of local streets”.

In my view, the only effect on intersection safety of implementing Option 1 will be to shift the problems and risks elsewhere, namely along Harewood Road to the U-turn slots and into surrounding streets. It also unnecessarily removes the needed and safe options for all types of vehicles to be able to turn right from Harewood into Gardiners and Breens Roads.

While Option 1 emphasised as being the only affordable option, as it stands it is not an effective solution. It unnecessarily inconveniences people wanting to turn right from Harewood Road into either Breens or Gardiners Road. Allowing right turning traffic at this intersection could improve this option, as would measures to encourage traffic to only U-turn at Crofton Road or Leacroft Street.

Option 2

Despite the many hyped-up disadvantages promulgated about Option 2, it clearly solves all the safety issues. However, it is evident this is really not a favoured choice for financial reasons.

One disadvantage put forward about Option 2, states that increased traffic on Breens Road could have a knock-on effect on the Wairakei Road/Breens Road intersection, with more turning traffic increasing the risk of accidents at that intersection.

Was such an argument put forward when traffic-lights were installed on Gardiners Road and Sawyers Arms Road intersection? Possibly, but solving that risk certainly has allowed more traffic to safely use Gardiners Road, plus it also exacerbated the Harewood Gardiners / Breens road intersection safety issues.

Conclusion

Option 2 is the only really viable safety solution. Once traffic-lights are installed the problem will be properly dealt with as it was with the previously dangerous Gardiners Road and Sawyers Arms Road intersection.

Option 1 does nothing to improve the safety of the Harewood Road, Gardiners Road, Breens Road intersection. Doing nothing would be an even cheaper way to achieve a similar result.

Intersection site constraints and issues

The layout of the Harewood/Gardiners/Breens intersection has existing constraints that are affecting safety.

1. Harewood Road has a central median with two lanes on either side.
2. There is a right-turn lane which can make it difficult to turn right or to travel through the intersection using the 'Give Way' controls on Gardiners Road and Breens Road.
3. There are known speed issues on Harewood Road, and it can be difficult for drivers turning left to see around other waiting vehicles.
4. The intersection is not easy to navigate by car, cycle or on foot.
5. The speed issue is partly caused as Harewood Road is designed for a 60km/h speed limit. The posted speed limit has been lowered to 50km/h, but the wide dual lanes create an environment that encourages higher speeds.
6. There are no pedestrian crossings at the intersection, with pedestrians needing to walk about 60 metres along Harewood Road to cross safely. Most pedestrians try to cross at the intersection using the narrow median for the right-turn bays.
7. Harewood Road has U-turn slots along its length, two of these are located about 160 metres either side of the intersection.
8. Vehicles crossing the intersection from Gardiners Road to Breens Road, or vice versa, effectively need to cross six lanes (four vehicle lanes and the two right-turning lanes) which creates several potential collision points.
9. Information about crashes at the intersection, obtained from Police reports, suggests that drivers become impatient while waiting for a suitable gap in the traffic and risk using a shorter gap than is required. Vehicles turning left are turning while unable to see around other queued vehicles travelling through the intersection. This results in some drivers taking a risk and not seeing vehicles approaching on Harewood Road.
10. Some vehicles have been observed turning left, then using the U-turn slots further along Harewood Road as a quicker and safer way of getting through the intersection.
11. With the planned changes to the wider road network over the next 10 years, traffic volumes are expected to drop, as Sawyers Arms Road will become a more attractive route to connect to the State Highway (Johns Road).

Option 1

Advantages

1. Traffic conflicts are eliminated, making the intersection safer for turning vehicles.
2. The pedestrian crossing signals will provide a safe point for people to cross Harewood Road at the intersection. Traffic is stopped only while the crossing is in use. For students walking to Breens Intermediate School, the signals will be a significant safety improvement and may encourage more students to walk to and from school.
3. This option has an estimated cost of \$400,000 to implement and will likely be eligible for a funding subsidy from the Government.
4. The left in/left out on Gardiners Road and Breens Road means a single lane approach to Harewood Road will be sufficient. This eliminates the problem of vehicles blocking the view for left-turning traffic, which has been implicated in some collisions at the intersection. This is within the current available funding and would also allow implementation within the next 12 months.
5. Access from Gardiners Road to Breens Road, or vice versa, is still possible by using the U-turn slots on Harewood Road. This is a manoeuvre already used by drivers looking for a safe place to cross.
6. The bus route from Harewood Road into Gardiners Road will remain.
7. There will be minimal disruption to traffic flow on Harewood Road.
8. Planting of trees and grass along the new median is included in the intersection redesign.
9. This option is compatible with future planned work along Harewood Road, including new cycleway infrastructure if Harewood Road is the chosen route.

Disadvantages

1. Some traffic currently crossing at this intersection will use other nearby streets rather than the U-turn slots on Harewood Road. This has been modelled and the effect would be minor.
2. There will be a change to the community connectivity as a result of the median closure. Connectivity for pedestrians is improved, but connectivity for vehicles is reduced.
3. Some local trips which would have used this intersection may require the use of local streets.

Option 2

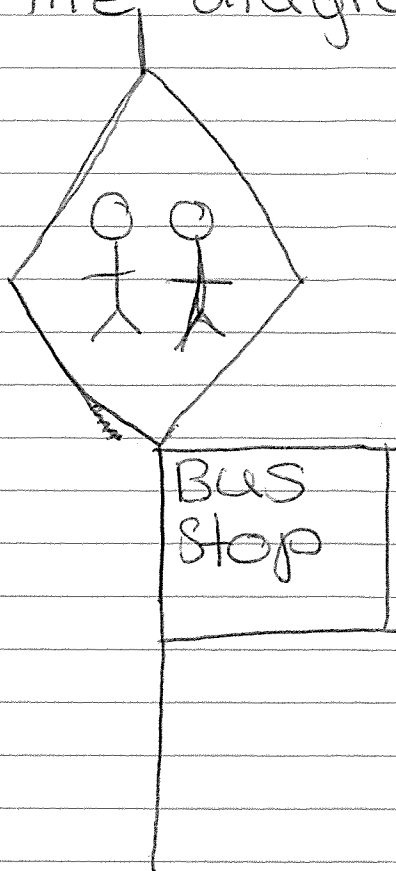
Advantages

1. Reduce delays on Breens Road and Gardiners Road for vehicles crossing Harewood Road.
2. The bus route from Harewood Road into Gardiners Road will remain.
3. Community connectivity remains.
4. The traffic signals provide improved pedestrian crossing facilities.

Disadvantages

1. Traffic signals do not prevent all accidents. Nose-to-tail collisions and right-turn versus straight ahead collisions are likely to still occur.
2. Traffic signals will cause delays on Harewood Road. Modelling indicates that traffic queues may extend to Crofton Road in the morning peak, making Harewood Road a less desirable route. To reduce the delays, land purchases would be required from properties at the intersection to add separate lanes for straight ahead and turning traffic.
3. Modelling indicates that congestion on Harewood Road would likely divert about 10 percent of the traffic to nearby streets to avoid the signals. This would affect several roads off Harewood Road.
4. Modelling predicts traffic volume on Breens Road would increase by 30 percent in the evening peak.
5. Increased traffic on Breens Road could have a knock-on effect on the Wairakei Road/Breens Road intersection, with more turning traffic increasing the risk of accidents at this intersection. Visibility at the Wairakei Road/Breens Road intersection is poor due to the road alignment from both directions. If the accident rate was to increase future safety improvements would be required.
6. The route would become an attractive shortcut from the city's north, along Johns Road via Gardiners Road to Wairakei Road and beyond. Local residents would then likely face increased through traffic.
7. Pedestrians crossing at the traffic signals are at greater risk because of filter turns* being needed to avoid excessive delays for other vehicle phases.
8. *Filter turns are where turning vehicles are not stopped by a red arrow if the pedestrian crossing signal is activated.
9. On-street parking would have to be removed on the Harewood Road, Gardiners Road and Breens Road approaches to the intersection, affecting approximately 14 properties.
10. Sufficient funding is not available in the current 2018-28 Long Term Plan. Installation of this option will be delayed until funding is available.

This is the diagram:



As you can see having both signs like this both signs are visible to both drivers, passengers, pedestrians and anyone that's new to the area, and trying to find their way around.

Have your say

Make sure your feedback gets to us by Monday 10 June 2019.

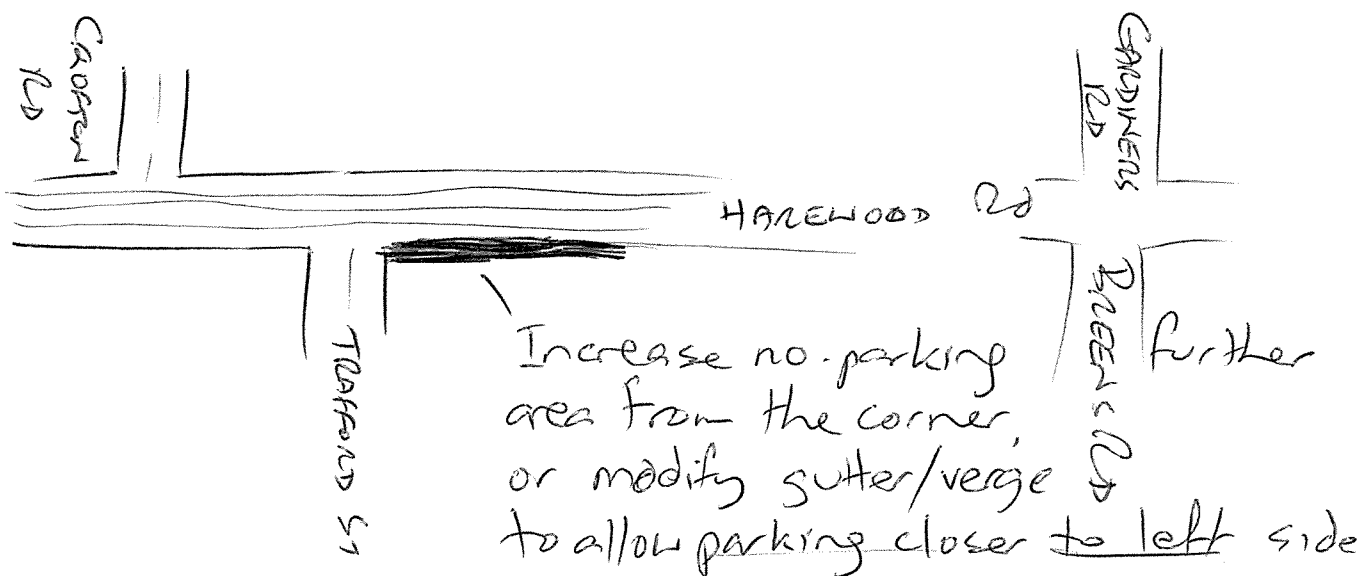
Save time and do it online ccc.govt.nz/haveyoursay

Please indicate your order of preference (1 being most preferred through to 3):

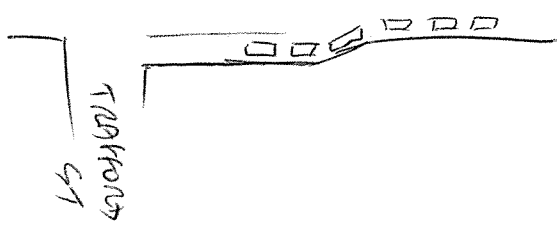
- Option 1: Left in/left out with signalised pedestrian crossing
- Option 2: Traffic signals
- Leave the intersection as is

Please provide any feedback on your preferred option for Harewood Road, Gardiners Road, Breens Road intersection below, and use additional paper if required.

Difficult getting out of Trafford Street at busy times, needing clear lanes both sides for right turn. Hard to see oncoming cars etc from right when vehicles are parked nearby on Harewood Rd, especially trucks or vans. This accentuated by speed of traffic



PS. Like idea of bike route.





Submission for Breens Rd/Harewood Rd/Gardiners Rd

Having first attended a community board meeting late last year and now a community information session about the corner I feel that perhaps we are just best to leave well alone for now.

I came away from the Board meeting last year feeling like the decision is already made and all this consultation is just to "placate" the community and to say the process has been completed in a timely manner. After this weeks meeting I really still feel the same, however, I did learn a little bit more about what's happening in the area.

If we look at each of the options and the way they have been described to the community from the transport section of the CCC.

I live in Cullahill St and currently use Crofton Road to begin my journey to work each morning as it is too dangerous to try and cross Gardiners to enter Breens. Poor Crofton Road has a large traffic flow these days which I'm sure the street was not designed for. If there are 2 cars parked on either side of the road then there is only enough room for one car to flow past in either direction. If you meet a truck (and many trucks now use this road) then its certainly not ideal. Also, some of the cars travel extremely fast down this road...making it dangerous as well.

Option 1 is the council preferred one...this is where Harewood Rd becomes narrower and Breens and Gardiners can no longer cross over it. While I can see some merit in it (as in the cost) there are some serious flaws which may not have yet been brought to your attention.

- Many people do not use this corner now because it is so dangerous...not even to turn left at. At present I go from Cullahill St to Crofton Road and turn left into Harewood Road then right into Breens to get to work each morning (as does my husband so that's at least 2 cars without asking anyone else). If this option proceeds then I won't be able to do this and will be encouraged to use Gardiners Road, turn left then do a u-turn at the turning bay to get back into Breens Road. At the meeting it was suggested that only a few cars at a time would be attempting this...well...here's 2 from the same household...again...how many others will do the same?
- At present trucks are encouraged to use Gardiners Road (even though many now avoid it and go down Crofton). A lot come off the motorway at Gardiners Road and come through the Sawyers Arms Rd lights...heading to Roydvale Ave etc. They find the motorway between Sawyers and Harewood so busy at peak hour that they choose to avoid it. At present they turn right at Harewood Road and this is an issue but what will closing off the road do for them? Will they actually stay on the motorway? Go down Crofton Road or attempt to u-turn on Harewood Rd....god forbid!

Option 2 is installing lights. While I believe most people in the community are for this option the cost is going to stop this from happening. Council are already saying its not dangerous enough "yet" to warrant the expense. I really don't know why we are wasting our time and money even considering it...it's a forgone conclusion. We were told at the meeting that the light phases would hold up too much traffic on Harewood Rd...what a daft thing to say...lights are controlled by humans not the other way round. How are all the other lights managed in the city? There is never a large hold up of traffic on Sawyers Arms/Gardiners Road...why is this...did these lights not actually need to be installed? Oh wait...were we ever consulted on this????

Option 3 is do nothing. Seriously???? Could the Council perhaps have written “go back to the drawing board”??? Perhaps...reassess after the consultation...anything other than “do nothing”!

While at the meeting I asked the question about what is happening with the new cycleway going in and how this would be affecting Harewood Road. I understand there is already a plan in place for this and the money has been put aside? Surely someone who knows something has looked at all of this and worked out the best way to manage cyclists, pedestrians and cars etc? Why has this not been discussed prior to submission time on this proposal? It is up to Council to tell us, not expect us to find out ourselves. Whatever is decided, either now or, with the cycleway, it must work together. Are you telling us that it hasn't yet been considered and even decided?

In conclusion I feel very disappointed in the way this has been handled. Asking the community to number from 1 to 3 which option they choose is an interesting way of completing a submission. If you just put 1 number in, then other people that rank all 3 options (regardless of whether they even like the options) will get a stronger vote. This is fair? If you rank an option that you feel is not ideal or even don't want to be considered, then it's getting weighting that it shouldn't.

In the end I have ranked “do nothing” as my preferred option. As you can see this is not really the case but I want the Council to rethink and to explain to the community what they are planning on doing with the cycle way and how that will help this intersection...as I'm sure it has already been discussed.

We were told that all the submissions will be read and considered, hence why I have written this novel. There is no easy way to rank these options from 1 to 3 so I sincerely hope you will take on board these ramblings and give them more weighting than my numbers.

OUR PREFERRED OPTION IS OPTION 2: Traffic Signals.

Reasoning: Traffic Signals vs blocking off Breen's Rd from Gardiners Rd.

Advantages and Disadvantages:

- The Northern end of Gardiners Rd has an exit ramp off Johns Rd, this has seen an increase of traffic that now flows down Gardiners Rd and into Breen's Rd. The traffic becomes very heavy in the morning with people going to work.
- As there is no entrance now to Johns Rd from Gardiners Rd north, the returning vehicles must take an alternative route on their way home. Many motorists utilise the Gardiners/Breens's Rd route due to the major traffic jams that occur on Johns Rd and Harewood & Wairakei Rd roundabouts. This will only get worse in the future. More motorists will be encouraged to use the Gardiners Rd off ramp and to use Gardiners Rd and Breen's Rd as "short cuts". If they didn't, the traffic jams at the Traffic roundabouts on Johns Rd would increase, especially during peak times.
- We have seen a steady increase in the volume of traffic that utilises the Gardiners Rd off ramp and then travels all the way to the T intersection of Breen's Rd and Wairakei Rd's. An increase in traffic volumes at Wairakei Rd may be experienced, but this is the case with regard all traffic volumes in Christchurch – the city is growing steadily due to the city rebuild and the population growth. When the traffic volumes cause issues at the Breen's Rd & Wairakei Rd's intersection, traffic lights may also be required and this seems to be the logical solution.
- As we move forward more intersections in Christchurch will require traffic lights. That is called Progress!

Peak hour traffic delays will reduce with the implementation of traffic lights. Currently the volume of traffic crossing the Breen's Rd/Harewood Rd intersection builds up in the morning & afternoon rush hours.

- This causes many motorists to do a left turn out off Breen's and Gardiners Rd's and to then do a right hand U turn onto Harewood Rd to saved time and to be more safe - during peak traffic my wife and I do this, it is quicker and stressful, **and NOT a good long term solution. IT IS DANGEROUS!!!**
- There have been a lot of new homes being erected on the subdivisions on Gardiners Rd, Claridge's Rd, Styx Mill Rd & Highsted Rd – and more building is being carried out currently. It has become common knowledge that much of the land at the start of Styx Mill Rd, beginning at the Gardiners Rd/Styx Mill Rd T intersection will be subdivided and new homes built in the near future. This will obviously increase the traffic volumes on Gardiners Rd, Harewood Rd and Breens Rds.
- **This will justify the expense and will also future proof for the future. Christchurch will continue to grow as will traffic volumes. It also**

justifies not putting in a new median strip that will block off a main thoroughfare.

We note the comment that “traffic signals do not prevent all accidents”, but nose to tail collisions do not usually cause injury. “Right hand turns versus straight ahead collisions will be reduced with traffic lights – based on the assumption that right hand arrows will be introduced for vehicles turning right.

- To the best of our knowledge there has been no accident resulting in a death at the Breen’s/Gardiners Harewood Rd intersection, but there may have been an accident that has caused serious injuries, ?? the CCC will be aware of what the statistics are for this intersection. In our opinion, it is only a matter of time before someone is killed at this intersection, it is amazing that this has not occurred to date. Are there any published statistics please?

The CCC need to think ahead with regard city growth and safety – to block off Gardiners Rd from Breens Rd by erecting a median strip is not facing the future requirements of the city – we cannot go backwards.

- We all agree that Breen’s Rd and Gardiners Rd are a major route for traffic. If the median strip is implemented and all through traffic has to turn left, motorists will look for alternatives and they will use the local side streets to avoid doing a left hand turn and then doing a U turn on Harewood Rd.
- If the medium strip option is implemented and vehicles do the left turn and then a U turn, the right hand lanes of Harewood Rd are going to experience higher volumes of traffic, this will lead to the right hand lanes being blocked by a build-up of traffic waiting to turn right, especially during peak hours – it is quite possible that this will lead to more accidents. Absurd!

With regard road widening to facilitate 2 lanes in each direction on Gardiners Rd and Breen’s Rd, there appears to be Council grass verges that can be used to facilitate this.

- Parking outside some of the resident’s properties will reduce, but unfortunately, this is what happens when a city grows.

If we take the road changes in Cranford St, that are currently being carried out and the completion of the new northern motorway that will connect with Cranford St - the cost of implementing lights at the Harewood/Breen’s Rd & Gardiners Rd intersection will be miniscule in comparison and residents will have to tolerate the “clearways” that we understand will be introduced on Cranford St.

The focus on this project needs to be around two main issues:

- 1. Future proofing – it is not wise to cut off a main arterial route – traffic volumes will continue to increase.**
- 2. Safety – a fatal accident is waiting to happen the way the intersection is – traffic lights will reduce the chances of vehicles and pedestrians being badly injured, or killed.**

If the CCC does not implement traffic lights (OPTION 2) and takes the cheaper option, long term there will be regrets – we cannot stop progress, but we need to manage it wisely and to consider Health and Safety for all, now and in the future.

Ros and Richard Huppert

■ Hussey Road

Harewood

CHRISTCHURCH 8051

My submission is for Option 2 as I have believed for a long time that traffic signals are essential for the intersection of Harewood/Breens/Gardiners Roads. While this intersection may not feature high up in statistics for fatalities/serious injuries, I have no doubt residents like myself are aware of many “near misses” which could have ended up in the statistics.

I live in the Nunweek Park subdivision. For the hundreds of houses in Nunweek Park, Trafford Street and the streets running off Trafford Street, all of these residents can only gain access to their homes from Harewood Road. We have no alternative means of access and departure.

I live close to Trafford Street and use this access point. It is difficult at times now to get a break in the traffic flow to turn right towards the city centre. It will become even more difficult should Option 1 be implemented and Breens Road traffic forced to turn left into Harewood Road. As there is room for one car to use the U-turn slot at a time, traffic jams will occur, possibly blocking off one lane of traffic for periods of time. This will likely encourage some drivers to come to the Trafford Street intersection to turn right, thus making it even more difficult for the Nunweek/Trafford residents to enter Harewood Road.

Should Option 2 be implemented and traffic lights installed at the Harewood/Breens/Gardiners intersection, this would provide us with some certainty in regard to a gap in the traffic to enable us to safely access Harewood Road. While there will be some left turning traffic from Breens Road into Harewood Road, we will know when we can safely cross into the lanes heading into the city. I do not believe disruption to traffic flow on Harewood Road will be minimal under Option 1.

While Option 1 provides for pedestrian crossings, that alone is not sufficient for these busy streets, particularly with regard to the safety of children going to and from schools.

I believe Option 1 will be disruptive as far as the community is concerned and will encourage motorists to use other routes on streets not designed for the level of usage.

Allowing the bus-only turn across the intersection will likely confuse motorists from other parts of the city, as well as NZ and overseas tourists. This will occur regardless of how clearly the road markings are.

While I am happy to retain the existing trees in the median strip, I do not believe we need more trees along Harewood Road. Visibility is essential.

Some submissions for Option 1 may be partially based on “get any improvement done” because of the indication that funds will be available, compared to the uncertainty of timing of funding for Option 2. I believe the implementation of Option 1 would end up being a waste of money when the reality of the traffic changes occur and many people find that they are actually worse off than they are currently in regard to this intersection. This could mean that submissions are called for again and if what is now Option 2 is selected, ratepayers would waste more money undoing what was created under Option 1 and putting in place Option 2. If funds can be found for installing traffic lights on Sawyers Arms Road near The Papanui Club, they should be prioritised for a much busier traffic intersection on Harewood Road.

Name* Janet Orchard
 Address* [REDACTED] Harewood Road
 Christchurch
 Postcode 8053
 Phone
 Email* N/A Don't Have

* required fields

Please note:

We require your contact details as part of your submission – it also means we can keep you updated throughout the project.

Your submission, name and address are given to decision-makers (Community Board/Committee/Council) to help them make their decision. Submissions, with names only, go online when the decision meeting agenda is available on our website.

If requested, submissions, names and contact details are made available to the public, as required by the Local Government Official Information and Meetings Act 1987.

If there are good reasons why your details and/or submission should be kept confidential, please contact our Engagement Manager on (03) 941 8999 or 0800 800 169 (Banks Peninsula).

Please fold with the reply paid portion on the outside, seal and return by Monday 10 June 2019.

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Please give us any other feedback you would like us to consider

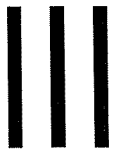
I went to the public meeting at Breens Intermediate School. I was most unhappy at ^{anyone} not being allowed to ask questions as part of the whole group. Your trying to control and divide our legitimate right to public expression of our concerns as ratepayers and residents is most undesirable and unacceptable. The council and its employees are there to serve and listen to the people and not impose an ideology that is not the choice of the people. We did not go to be told what we already knew we wanted answers to our questions and your junior members could not provide these.

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FREEPOST Authority No.178

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Attention: Ann Campbell
 Harewood Road, Gardiners Road, Breens Road Intersection
 Engagement Team
 Public Information and Participation Unit
 Christchurch City Council
 PO Box 73016
 Christchurch 8154

Harewood Road
Christchurch 8053
28 May 2019

To

The Christchurch City Council

via Ann Campbell

Subject: Submission on the Harewood Road, Gardiner's Road and Breen's Road Intersection.

Option one is not a viable option. Under no circumstances should this option be built.

The problem at the Harewood, Breen's and Gardiner's roads intersection is, safe vehicle access for turning and crossing vehicles on all three roads, both for residents and other traffic on these major roads.

Implementing option one and closing off two roads will cause maximum disruption to traffic on all these roads, and to surrounding suburbs

Harewood, Breen's and Gardiner's Roads are destinations and access points for all people.

Traffic between this side of the city and to the west, on and off State Highway One, has already been severely affected by the restriction of, and closing of side roads along the Russley and John's roads portion of State Highway One.

Not only does option one not solve safety for vehicle access, but, it does not help provide safe access for pedestrians.

Closing off traffic would severely constrict access to Breen's and Gardiner's Roads, and shift the problem from three of Christchurch's

Main Roads to two, small, u-turn slots designed only to service a few houses.

These are already inadequate for their current use. It only takes two cars waiting to turn the same way, to block off an entire lane of traffic.

Also the narrowness of the u-turn slots mean it is very difficult to turn from one inside lane into the other inside lane.

Most cars have to swing across to the outside lane, and trucks and larger or longer vehicles cannot turn easily, if indeed at all.

The U-turn slots are currently used by drivers who have lost patience trying to cross properly. The speed with which they pull left and swing suddenly right, turn, and pull left has made those U-turn slots more dangerous for other traffic.

Not only does option one stop residents from accessing the streets where they live, and for the most part, cannot access from any other roads; due to the very high number of cul-de-sacs in the suburbs surrounding this intersection; but most of the roads you propose they can use are very narrow and winding, and cannot be used as two opposing lanes when there is any vehicle parked along either, or both sides.

Especially those very few roads running east/west, which roads are already being well used by the residents and others.

This option's provision of only one set of traffic lights for pedestrians, on the Harewood Road west side of the intersection, does not provide safe pedestrian crossing points on Breen's or Gardiner's Road, or the east side of

Harewood Road

The crossing points shown are the existing ones and if you consider these safe under option one, then all four existing pedestrian crossing points are safe now.

If the pedestrians are not using these existing crossings, and are crossing right at the intersection, then education and enforcement are the answers, as they are for the speed control of vehicles.

Taking out the left, west bound lane on Harewood Road for the pedestrian crossing and cycle path, and the subsequent queuing of traffic in the remaining lane of those waiting to turn at the u-turn slot, would completely block off this side of Harewood Road, especially when traffic is at it's heaviest.

The presence of a large, right-hand turning lane for buses from Harewood Road, going directly into Gardiner's Road, and with no obvious other way through, would also mean ^{other} vehicles continuing to turn right at this intersection of Harewood and Gardiner's Roads.

Also as the u-turn slots are too small for anything other than a car, trucks and towing vehicles will also turn here.

Otherwise west bound trucks and other long vehicles wanting to go right at Gardiner's Road from Harewood Road, would have to continue two (2) kilometres west to State Highway One, and try and get around the round-about, and back into Harewood Road, and drive two kilometres back to Gardiner's Road. That's four (4) kilometres of extra travel. They would use

the bus lane instead.

A single lane approach on any part of Harewood Road is not sufficient. A double lane means traffic is not compacted closely behind each other, but can travel side by side leaving larger gaps for turning traffic.

Currently travelling traffic often moves to the inside lanes, (those closest to the middle of the road), to allow cars turning out of the side roads or cars exiting their driveways to safely access the outside lanes without delaying traffic in either lane. Harewood Road works very well as four lanes.

On both option one and two there is not sufficient space for planting more trees or grass. The existing trees already cause problems with branches spreading into traffic, and increased shading of properties. The fallen leaves make for slippery walking for pedestrians and block drains causing flooding when it rains.

I've seen it reach the bottom sill of a parked car's door and flood the car's carpets inside.

The leaves also blow into the neighbouring properties, making for a large clean-up problem for residents, and making disposal problems for the mess they make.

Trees also need large, bare ground areas for root growth and aeration. Constricting roots makes for weak, top heavy trees that could fall over in storms. Roots that are constricted also seek out water and food along pipelines causing damage and blockages.

Also, for what reason do we need a cycleway to the airport, along a four-laned road, from Papanui. There is no access across to the west of State Highway One. The narrow portion of Harewood Road west of Trafford Street, needs to be finished and upgraded as was intended decades ago.

Option One is not viable. Its implementation would cause major and dangerous problems for the immediate and larger areas of this side of Christchurch.

Option Two is a better, safer and preferred option.

The provision of traffic lights will stop the current dangerous behavior of drivers trying to access their suburbs.

Also pedestrians will be able to cross on all four sides of the intersections.

There would be no change to traffic on nearby streets under this option that would not have been exacerbated by option one.

If traffic volume is likely to increase then we obviously will require traffic lights very soon in the future.

The Wairakei Road / Breens Road intersection visibility has always been dangerous and poor. Safety improvements should have been done decades ago here. Especially when the south side of Wairakei Road at this point was still rural land, not housing as it is now.

The roads of Harewood, Gardiner's and Breens Roads have always been a major route, and intended as such, from all directions.

Traffic lights will calm traffic, shorten waiting times and allow easier and safer access for both vehicles and pedestrians.

As much of the pedestrian use at this intersection is at limited, well-defined times, (Before and after school, some lunch time use) allowing traffic to stop completely for narrow bands of usage at these times, will be much safer for all concerned.

Option Two is the only possible option of the two presented.

Option One creates more problems and solves none of the existing problems

Option Two will calm traffic and increase accessibility for everyone.

Yours sincerely

Janet E Orchard

Janet E Orchard
[REDACTED] Harewood Road
Christchurch 8053

7 June 2019

Submission from:

Graeme Falloon

████████████████████

████ Cavendish Road

Casebrook

Christchurch 8051

████████

I have previously lived in Pasadena Place (off Crofton Road) and have had 3 children who attended Breens Intermediate so have a detailed knowledge of this intersection.

The proposal issued to the public sets out the options as 1 or 2 with a series of advantages and disadvantages.

Under Option 1 amongst the advantages no 4 states that the extended median 'eliminates the problem of vehicles blocking the view'. This should also be included as an advantage under Option 2 as the traffic lights will control the traffic eliminating this 'view' issue.

Further the left turn only option does not eliminate accidents as there are numerous accidents caused by the trailing traffic anticipating that the leader will move or is moving onto the main road (Harewood Road) and not paying attention to what is happening ahead. Case in point that occurred in the last few weeks on the corner of Parkhouse Road and Curletts Road to my son.

Option 1 point 5 suggests that using the U-turn slots will be the way that traffic crosses safely. It notes that this happens now. The problem with that statement is that at the moment they are not used by many motorists and once traffic is directed that way as soon as there is more than one vehicle waiting to turn there will be a blockage into the right hand land and this will be even worse if the vehicle is a truck. Further when the volume of traffic that goes to the Copenhagen Bakery the volume of traffic making the turn will increase markedly causing problems.

Option 1 point 6 sees the bus route remaining the same as an advantage. That should also be listed as an advantage under Option 2 as nothing changes for the bus other than being controlled by the traffic lights. Similarly Option 1 point 7 should also be an advantage under Option 2.

The plan to plant trees on the new median strip will eventually block some of the pedestrian view and be a disadvantage in the event of an accident which in a number of cases have resulted in deaths or injuries as a result of the impact with a tree.

The installation of lights should not have any impact on the planned cycle way other than to make it safer for cyclists as they would be protected from traffic exiting Gardiners and Breens Road under Option 1.

So the advantages listed under Option 2 need to be expanded to include from Option 1 items numbered 4, 5, 6 and 7.

Amongst the disadvantages to Option 1 is that traffic will use other nearby streets. 'This has been modelled and the effects will be minor'. This ignores the fact the traffic is already diverting to avoid the current intersection by using Crofton and Highsted Roads.

Morning traffic on Highsted Road can bank up at each of the Sawyers Arms and Bishopdale roundabouts as many of those drivers are currently using that route to avoid the Breens/Gardiners/Harewood intersection.

A large portion of that traffic would continue on the norther motorway exiting to follow Gardiners Road to Harewood Road turn right with the right hand arrow on lights and then exit Harewood Road at Roydvale Avenue thereby avoiding the Wairakei/Breens intersection.

Option 2 lists as a disadvantage point 1 that collisions are still likely to occur. That disadvantage needs to be added to option 1 as well. Nose to tail accidents occur on left turn exits as well as mentioned in para 4.

Option 2 point 2 is certainly debatable as any queues would be modest and orderly because the traffic lights would create a reliable flow. I cannot see that land would need to be purchased to create more lanes. The intersection at the corner of Grahams/Memorial Ave operates well with high traffic volumes and no additional land purchased.

Option 2 point 3 is also contentious as there would be no point in diverting to avoid the lights. For instance diverting along Crofton Road ending at an uncontrolled intersection is pointless and there are no other obvious routes to use as an alternative.

Option 2 point 4 states that an increase in evening traffic on Breens Road is a disadvantage is nonsense. As Option 2 means there would be traffic lights the increase in volume is not a problem and avoids the contention that commuters would seek alternative routes as they have certainty following a safe traffic controlled route out of the area.

Option 2 point 5. Once the traffic lights are installed traffic moving in a westerly direction on Gardiners Road will be pleased to be able to turn right using the lights at Harewood Road and travel to Roydvale Avenue and safely exit there and thereby avoid the Breens/Wairakei intersection.

Option 2 point 6. This is pure speculation as I believe that when traffic is travelling west on Johns Road they can exit either at Wairakei Road and if they are travelling east they can exit at Harewood Road and get to Wairakei Road by travelling along Stanleys Road or Roydvale Avenue.

Option 2 point 7. If this is a valid reason why are there so many intersections in Christchurch controlled in such a manner?

Option 2 point 8. If there is a need to alter the parking availability at the intersection the only real impact of that will be to customers going to the Copenhagen Bakery and those people will be more impacted by the implementation of Option 1 which has a turning bay virtually outside of the very busy business 6 days a week. If that turn was to be made safe many more car spaces would need to be removed.

The final disadvantage is stated to be the cost of Option 2 being estimated to be \$1.2 million compared to Option 1 estimate of \$400,000.

The \$1.2 million estimate seems high when compared to the \$500,000 cost of the traffic lights installed to control traffic at the Redcliffs New World and the projected cost of just over \$1.0 million for two new installations and one alteration as part of the northern motorway project.

Remembering that traffic lights have a long life so any costs will be spread over a considerable time.

I also feel that the council planners need to recognise that commuters make decisions about their route well before arriving in the area and that currently shows in the volume of traffic that builds up on Highsted Road both morning and evening seeking to use the roundabouts as a traffic control mechanism thereby causing delays rather than risk using the more direct route of Gardiners Road.

The northern motorway promotes as a direct route the use of Gardiners Road to Sawyers Arms Road and a natural progression to Harewood Road where, if traffic lights are installed, make a right hand turn onto Harewood Road and travel to Roydvale Avenue and into the commercial precinct of Wairakei, Roydvale,/Sheffield Cres area. Option 1 is an obstruction to that route. This may also help reduce the rush hour blockage that occurs at the Sawyers/Johns and Harewood/Johns roundabouts.

So the need for lights under Option 2 is obvious and will provide the safest outcome.

Thank you

Graeme Falloon



8 June 2019

RE: CCC Harewood, Gardiners, Breens Roads Intersection

SUBMISSION FROM SPOKES CANTERBURY

Spokes Canterbury is a local cycling advocacy group with approximately 1,200 members that is affiliated with the national Cycling Action Network (CAN). All submissions are developed online and include members' input. Spokes is dedicated to including cycling as an everyday form of transport in the greater Christchurch area.

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).

If you require further information or there are matters requiring clarification, please contact our Submissions Convenor Dirk De Lu in the first instance. His contact details are:

■ *Tisbury Lane*
Cracroft, Christchurch 8022
Phone: [REDACTED]
Email: tisberries@gmail.com

Don Babe
Chairperson, Spokes Canterbury

Harewood Road, Gardiners Road, Breens Road Intersection

Thank you for the opportunity to comment on the Harewood Road, Gardiners Road, Breens Road Intersection.

Spokes Canterbury supports option 1. Option 2 is incompatible with Council's efforts to encourage multi modal transport, interested but concerned and 8 to 80 cyclists and climate change goals.

Spokes understands the community concerns for this intersection. The priority is to help school children get to Breens Intermediate School safely through traffic. This is best achieved by Option One.

This intersection is not a top priority for cyclists. A higher priority is pedestrian/cycle crossing lights on Harewood Road at the railway crossing (near Restell St). This would benefit a greater number of people.

Option One: Signalised Pedestrian/Cyclist Crossing

The crossing should go straight across the road. The zig-zag crossing discourages cyclists, scooters and skateboarders and encourages risky avoidance behaviour. It also does not work well for a shared space with pedestrians and faster moving forms of transport. It does not work for cyclists with trailers or on cargo bikes.

Please retain a central refuge space for slower pedestrians and parents with small children and prams.

The timing of the lights should allow a cyclist to get fully across the intersection in one phase. The tree in the intersection median strip may block the view between cars and pedestrians.

The raised humps and road crossings are better 50M from the intersection on both Breens and Harewood road further away from turning traffic with a shared cycle/pedestrian path from the crossing to the lights. It will still be reasonably safe for pedestrians to cross at the intersection if they feel more comfortable.

Option Two: Traffic Signals

This option is not preferred because it prioritises cars over pedestrians, cyclists, scooters and other forms of travel.

Traffic lights at this section will encourage traffic to use Breens and Gardiners Road to get to and from the Sawyers Arms, Johns Road roundabout which can back up at rush hour. This

increased volume will create problems for the school and the awkwardly angled Wairakei Road Breens Road intersection.

The double lanes in Breens and Gardiners provides little space for cyclists. It does not provide people on bicycles a hook turns option. The zig-zag crossings encourage some to go around the end of the median strip to get across quicker and are not cycle friendly.

Some alternatives and necessary improvements:

- Reduce the lanes from two to one on Harewood Road.
- Provide a priority crossing for people on bikes on the s/w side of Gardiners Rod to get to the shared path on the north side of Gardiners/Harewood. Please do include an advanced sensor to shorten cycle waiting times.
- Add an advanced sensor to the path on Breens Rd. A cycle priority crossing here would be good and will be essential once cycling uptake increases.
- Alert people on bikes on Harewood Rd unfamiliar with the route that entering the shared path leads to the route on Gardiners/Breens.
- Consider a dedicated cycle crossing phase for the cycle/pedestrian crossing.
- Design the crossing for all types of cycles, including cargo bikes. Do not create tight turns or switchbacks which will render the infrastructure useless to an ever growing number of people who use trikes, recumbents and cargo bikes.
- Request the police to enforce the speed limit more strictly – cars are routinely travelling closer to 70km in a 50km zone

Submission

Harewood / Breens / Gardners Roads.

Unfortunately I wasn't able to attend either of the information sessions.

The main problem at this intersection seems to me to be the people who wish to go straight through or turn right onto Harewood Road from Breens or Gardners Roads. These will be the people, I'm sure, who want lights. My answer to them is, "GO ANOTHER WAY. I do." Traffic lights will only encourage more people to use the straight through & right turn options. (Similar to point 4 of "disadvantages" on page 9 of the booklet.) At off peak times they will provide an unnecessary disruption to the smooth flow of traffic along Harewood Road.

In supporting option 1 I have some reservations about the plan shown in the booklet which came in the mail. I found this clear & easy to follow.

1. Why are there raised humps shown on Breens & Gardners Roads? Vehicles are already slowing down for the intersection. This sort of thing is an unnecessary frustration (stress) for motorists. Not needed.
2. On the southern side of Harewood Road it shows bulges (I'm sure the traffic engineers have a name for them), out into the left lane where the pedestrian crossing is. What do these achieve? They just disrupt the flow of straight through traffic.
3. The left lanes in both directions on Harewood Road show a left turn arrow only as they approach Breens & Gardners Roads. Why not a straight through & left turn indication? Yes, I can see the thinking on the south side with the proposed bulge at the pedestrian crossing.
4. I wonder if some of the thinking around the engineering of this intersection reflects the thinking expressed in the article on Tuesday 3rd November, 2018 in the Nor'west News which basically says that Harewood Road is too good. I was appalled when I read this. Here we have a beautiful 4 lane road with a wide median strip & someone wants to ruin it. Harewood Road is a pleasure to drive along. Leave it alone.
5. Turning right from Harewood road into Breens or Gardners Roads is relatively easy; I do it frequently. It would be good if these turns could be retained but the intersection engineered to prevent straight through & right turns from Breens & Gardners Roads. Both these turns serve people returning home in the evening after work. I appreciate that engineering for this could be difficult or maybe impossible. Certainly signs saying "No straight through or right turning traffic" would not be good enough. People would ignore them.

If you settle for the traffic light option (heaven forbid), why are the yellow no passing lines there on Breens & Gardners Roads? Sooner or later there will be some obstacle to traffic (say a truck & trailer unit taking up the whole left side of the road trying to go around a broken down car.) With the yellow lines there traffic would not be legally able to pass around the obstruction which in actual fact they would be able to do quite safely. You're trying to protect people from a perceived danger which doesn't exist. Unnecessary.

Submission concerning the proposed improvements to the Harewood Road/Gardiners Road/Breen's Road Intersection

My Wife and I have lived in Cam Place off Gardiners Road for early 40 years and have used this intersection to go too and from work on a daily basis over that period. When I worked in the CBD and by wife working in the Bishopdale Village the intersection wasn't too much of a problem.

For the last 4 years, our place of work has been the Canterbury Technology Park in Burnside which means the two options to get there either involve a right-hand turn into either Harewood Road or Wairakei Road.

We travel together by car if the weather is not suitable for cycling otherwise I would cycle. If I cycle, I go via Crofton road as this is a much safer option for a cyclist.

Having lived in that area for such a long period of time I know the intersection very well (I reckon of have used it at least 16,000 times) and am well aware of its shortcomings.

I have the following comments to make about Option 1:

1. It is my observation that during the morning busy hour the majority of traffic entering the intersection from Gardiners Road is either turning left, wanting to turn right but using the U turn bay, or turning right. There is very little through traffic into Breen's Road. Forcing all right turning traffic to use the U turn bay is fraught with difficulties for the following reasons:
 - a. Large vehicles such as trucks or large Vans (I sometime drive my Son in Laws Renault Master disability van which is a large van) can't use the U turn bay safely as there isn't enough room to get out of the flow of traffic.
 - b. If two or more vehicles want to do a U turn at the same time (which happens most days during the busy periods) then they tend to both go into the U turn bay side by side which is very dangerous as you never know who is going to turn first.
 - c. If the use of U turn bays is the preferred option then the bays are going to have be made a lot longer by removing trees and making the median strip narrow just like it is on Harewood Road either side of the intersection at present so that vehicles can cue in line out of the traffic flow rather than in parallel.
 - d. The existing U turn bay in front of Copenhagen Bakery is already problematic because of the high volume of traffic and lack of off-road parking due to the popularity of the bakery, particularly on Saturdays.
 - e. This will increase the traffic volume turning left across the proposed signalised pedestrian Crossings. There will therefore be a tendency for these extra left turning vehicles to cue up at the crossing once they operate. This could make it more dangerous for pedestrian or cyclists using the crossing.
2. A cyclist wanting to cross from Gardiners Road into Breen's Road (i.e. to get to Breens Intermediate) has to cross thorough the traffic flow twice in order to use the signalised pedestrian crossing. How is this a safer option than using the existing crossing point in Harewood Road just east of the intersection. There really needs to be a safe place for cyclist's and pedestrians to cross Gardiners and Breen's Road with a waiting bay with protection further away from the intersection.
3. A strip of green paint on the road with "Bus Only" is not going to stop other vehicles turning right into Gardiners Rd. It may discourage the locals but visitors who don't know about the restriction are just going to turn right anyway unless it is patrolled 24/7. Having a signalised pedestrian crossing is just going to encourage other vehicles to turn right.

4. I struggle to see the value of having a signalised pedestrian crossing without having a fully signal controlled intersection.
5. Removing the right turn option at the Gardiners Road into Harewood Road is just going to force more traffic into both Crofton Road and Cotswold Ave which are both T intersections so have no through Traffic to content with. It is my observation that Crofton Road is already used as an option for traffic from Sawyers Road wanting to get to Harewood or Burnside but not needing to get as far as Johns Road. I suspect that Cotswold Ave is used in a similar manner which is a concern considering there is a Primary School and Preschool in Cotswold Ave.
6. In the past few weeks since submissions opened there have been a number of minor accidents at the intersection and I have observed at least one of very near miss.

My personal preference is for Option 2, a fully signal controlled intersection.

I consider this to be by far the safest option. For this option to be effective it also needs to include a right turn sequence which is in operation during all busy periods.

I which to make the following additional comments which are relevant for any option.

1. All the pedestrian/cyclist crossings need to be fully accessible for wheelchairs.
2. The problem with speed on Harewood Road could be reduced by installing a speed camera. The revenue collected could pay for the traffic signals very quickly.
3. The information on the City Council website is not correct. It mentions 'Give Way' Controls where in fact they are Stop signs,. Even the photos on the website show a Stop sign.
4. Harwood road is only 4 lanes for less than half its length, the section between Greers Road and Crofton Road
5. Planting additional trees either side of the intersection is just going to make the flooding problem in front of the telephone exchange even worse with more leaves clogging the gutters. The trees will also reduce the visibility.

Wayne Thorne

■ Cam Place

Harewood.

Submission concerning the proposed improvements to the Harewood Road/Gardiners Road/Breen's Road Intersection

My husband and I have lived in Cam Place, off St Ives and Gardiner's Road for nearly 40 years and before that we lived on Harewood Road itself, for three years. I remember attending a horrific accident on the Harewood / Breen's corner back then, in which the passenger of one vehicle was thrown clear of the car and the driver had to be cut out. They were critically injured. Mercifully, the other car's occupants only had minor injuries. I have many times seen minor accidents and near misses.

We have used this intersection to go to and from work on a daily basis over that period. When I worked in Mairehau and then in the Bishopdale Village the intersection wasn't too much of a problem. Prior to the Earthquakes, my husband worked in the CBD, and so the prospect of needing to actually cross the intersection didn't come up so often, either.

However, we did have two children who went to Breen's Intermediate and it was always of great concern to us that they get across Harewood Road safely. We insisted that they get off their bikes and navigate the road on foot, further down towards Bishopdale, where there was a slightly safer place to get to the median strip and then across the other two lanes.

For the last 4 years, our place of work has been the Canterbury Technology Park, in Burnside, which means the two options to get there both involve a right-hand turn either into Harewood Road or into Wairakei Road.

We travel together by car if the weather is not suitable for cycling, which my husband prefers, for exercise. In this case, he goes via Crofton Road as this is a much safer option for a cyclist.

We now live in a three-generational household with our daughter, son-in-law and grandson. Our son-in-law lives with the challenge of cerebral palsy and uses a power chair, or a mobility tricycle, or relies on other family members to drive him in his large mobility van. His perspective has given our family a very valuable 'lens' on road safety and particularly what would or wouldn't work for this complex intersection, to be disability-friendly and cycle and pedestrian-friendly, as well as enhancing a safe flow of traffic.

Our family members have taken this matter very seriously. We have attended one of the 'open meetings' at Breen's Intermediate, we have read the brochure that was published, and also the CCC website on this matter, as well as talk with neighbours and friends in this area.

I am personally very concerned about the shortcomings of Option 1, (which in some ways was portrayed to us as the only 'viable' option, when considering finances. This was a very unfortunate bias.)

1. What I have noticed is that there is always a steady stream of traffic coming South along Gardiner's Rd at peak times, and even more so, since the lights have gone up at the Gardiner's / Sawyer's Arm end. The majority of traffic entering the intersection from Gardiners Road is either turning left (towards Bishopdale); wanting to turn right but using the U turn bay, and so veering left first; or turning right. There seems to be very little through traffic into Breen's Road. Our scenario is that we want to turn right, but go left first, have to cross two busy lanes and then wait in the median strip until it is safe to do the U-turn. Visibility is not great with the big trees there.

2. From experience, I believe that forcing all right turning traffic to use the U turn bay is a dangerous option, for these reasons:
 - a. There is generally a steady flow of traffic from the West (Airport) end of Harewood Road, heading into 'town' over both lanes. Navigating these two lanes to line up safely with the U-turning bay is 'hairy-scary'!
 - b. Large vehicles such as trucks or large vans can't use the U turn bay safely as there isn't enough room to get out of the flow of traffic.
 - c. If two or more vehicles want to do a U turn at the same time then they tend to both go into the U turn bay side by side which is very dangerous as you never know who is going to turn first. I have had the car to my left cut across in front of me, in the U-turning bay, and turn right across my nose, causing a near collision.
 - d. If the use of U turn bays end up happening, then the bays are going to have to be made a lot longer by removing trees and making the median strip narrower, just like it is on Harewood Road, either side of the intersection at present, so that vehicles can queue in line out of the traffic flow rather than in parallel.
 - e. On our way back from work, we come down Breen's Road and, not able to cross Harewood safely, we have to, once again, turn left into Harewood Road, safely navigate the two lanes of traffic, to find ourselves on the inner lane, heading up to the U-turn beside Copenhagen Bakery. And this is the next danger! As well as watching ahead for oncoming traffic from the West, heading towards us, for a break where we can get across two lanes, in order to be able to turn left again into Gardiner's Road... there is the real danger of being bumped into from behind, since the double lane of traffic realistically narrows to a single one, outside Copenhagen, where there is inevitably bumper-to-bumper parking on the road, due to its popularity and very limited off-road parking options.
 - f. If this U-turning bay is maintained, where it is, outside of Copenhagen, as part of the plan, this will increase the traffic volume turning left across the proposed signalised pedestrian crossings. There will therefore be a tendency for these extra left turning vehicles to queue up at the crossing once they operate. This could make it more dangerous for pedestrian or cyclists using the crossing.

I wish to reinforce the next points, since we discussed them as a family and were all in agreement about the problematic points!

3. A cyclist wanting to cross from Gardiner's Road into Breen's Road (i.e. to get to Breen's Intermediate) has to cross through the traffic flow twice in order to use the signalised pedestrian crossing. We can't imagine how this is a safer option than using the existing crossing point in Harewood Road just east of the intersection. There really needs to be a safe place for cyclist's and pedestrians to cross Gardiner's and Breen's Road, with a waiting bay with protection further away from the intersection.
4. A strip of green paint on the road with "Bus Only" is not going to stop other vehicles turning right into Gardiner's Rd. It may discourage the locals but visitors who don't know about the restriction are just going to turn right anyway unless it is patrolled 24/7. Having a signalised pedestrian crossing is just going to encourage other vehicles to turn right.
5. We struggle to see the value of having a signalised pedestrian crossing without having a fully signal-controlled intersection.
6. Removing the right turn option at the Gardiner's Road into Harewood Road is just going to force more traffic into both Crofton Road and Cotswold Ave which are both T intersections, so have no through traffic to contend with. We have noticed that Crofton Road is already used as an option for traffic from Sawyer's Arms Road wanting to get to Harewood or Burnside but not needing to get as far as John's Road. Our four children all went to Cotswold Ave, in their time, and now there is a new wave of primary children heading to this popular

primary school. Cotswold Ave has become busier and busier in recent times, with the problems around traffic flow in the Breen's/Gardiner's/Harewood scenario. This is a big concern, given the Primary School and Kindergarten, on Cotswold Ave as well as another Pre-school, just around the corner.

My strong preference is for Option 2, a fully signal controlled intersection. (I feel sure that moneys can be reallocated or found for this long-standing need. It would be tragic if it all turns on further fatalities!)

I consider this to be by far the safest option. For this option to be effective it also needs to include a right turn sequence which is in operation during all busy periods.

I believe that an additional safety measure would be to have a safe cycle crossing, with a median point, at least 50 meters back form the intersection itself, on both the Gardener's Road side and the Breen's road side, to make for safe transition of cycles from one side of the road to the other, before having to negotiate the traffic-light controlled pedestrian and cyclist crossing on Harewood Road itself. 9I have spoken with a number of parents of Breen's Intermediate students who have to get across from 'our side' of Harewood Road, to 'the other side'... At this time, it is a cause of great anxiety, especially as left-turning cars inch their way forwards in a steady stream, and so cyclists cannot really even push their bikes safely across form the East side to the West side of Gardiner's Road, where it butts up to Harewood Road!

I which to make the following additional comments which are relevant for any option.

1. All the pedestrian/cyclist crossings need to be fully accessible for wheelchairs.
2. The problem with speed on Harewood Road could be reduced by installing a speed camera. The revenue collected could pay for the traffic signals very quickly.
3. The information on the City Council website is not correct. It mentions 'Give Way' Controls where in fact they are Stop signs. Even the photos on the website show a Stop sign!
4. Harwood Road is only 4 lanes for less than half its length, the section between Greer's Road and Crofton Road, whereas on your website, the implications are that it is four lanes all the way. It isn't!
5. Planting additional trees either side of the intersection is just going to make the flooding problem in front of the telephone exchange even worse with more leaves clogging the gutters. The trees will also reduce the visibility.

Kathryn Thorne

■ Cam Place

Harewood.









Formal Submission on proposed Harewood Road Intersection Change MICHAEL ORCHARD

This is a personal submission. I take a strong interest in this proposed intersection change proposal, as I was born there in 1948 and still regularly use this road and road junction. I have watched it grow from a narrow country land, land then seconded for this highway, tree planting across the new section boundary, mown the grass on its wide verges, watched each section of the current road and median strip be constructed. I now still feel very strongly that **TRAFFIC LIGHTS MUST BE URGENTLY INSTALLED! I seek OPTION 2.**

Importantly I Made A Submission 10 years ago in 2009, when narrowing Harewood Road to a single lane was proposed to install a cycleway (triggered in part by the concern for Breen's Intermediate School children to be able to safely cross Harewood Road to and from school). This Submission is included in full at the bottom of this Email (and the relevant parts are to be fully included please as part of this new Submission, on whether to install lights or not). And Specifically I took the trouble to come to Christchurch and PRESENT MY SUBMISSION to the FULL COUNCIL AND HEARINGS COMMITTEE. I found this to be a very important and beneficial process.

Key outcomes I recall was there were about 7 verbal submitters then mostly local residents who all opposed the then narrowing of the road proposal, and most asked for Traffic Lights back then. Only the Cycle federation representative was in support (and he would have probably appreciated traffic lights too). Most importantly though was my perceived views of the Councillors and Council Staff. I was most impressed with the Councillors who wisely tried to put a halt to this one-laning proposal, noting they needed to wait till the Johns Road/Harewood major intersection proposals were finalized (well they have been now and thankfully Harewood Road continues to be used as a very efficient 4 lane fast access arterial road for which it was originally planned). But I was most unimpressed with the views of the Traffic Engineer and the staff, who seemed to put a whole lot of spurious arguments and irrelevant figures in place of the real issue of public safety and road efficiency. So lights were strongly opposed by them mostly on the grounds of cost, and by saying traffic volumes were not sufficiently high to justify lights (by their tables). And they were trying to push single laning and tie the use of that proposed intersection change to improve access for Breen's Intermediate children cycling (a valid principle), wrongly into a proposed grandiose cycling network. No thought how the other 90% of road users (car drivers) would be affected.

BUT IT IS ABSOLUTELY SHOCKING THAT THE COUNCIL HAVE DONE ABSOLUTELY NOTHING AT THIS CRITICAL INTERSECTION FOR 10 YEARS! I accept we had an Earthquake to cope with soon after. At the time the cost of lights was estimated at about 4 times the other proposal and they had the basic money available then. All Council had to do, like any prudent business would have done, was put this same amount money aside each year for 4 years as dedicated savings AND WE WOULD HAVE HAD OUR TRAFFIC LIGHTS! Now lights are only 3 x the cost of the other (unacceptable) median close option, so lets get saving and ensure any of the \$400,000 available is saved in a dedicated Council tagged fund towards lights NEXT YEAR.

So it was entirely out of the blue when I was suddenly surprised to see Traffic Lights appear at the Gardeners Road/ Sawyers Road Intersection! How on earth could they have been justified there compared with the much more important Harewood Road Intersection? For years I have taken trailers from the waste station regularly across that intersection (the stop signs) and have experienced no difficulty safely crossing (compared with making crossing and right hand turns into Harewood road, were one does feel we are taking our life in our hand). I am now sending in an Official Information Request for documents to understand this decision better.

And I am appalled by one seeming criteria noted in the current proposals that to be higher up the list an intersection has to have had a serious accident injury (or death?). What a perverse human care view! So we have to wait for one before we do something about a dangerous intersection? Again I regularly make right hand turns at the Harewood Road/Greens Road Intersection, against the traffic flow depending on how the complex lights are showing, but this can still be done without trouble (the VALUE OF LIGHTS!). Any accidents here will likely be by motorists disobeying the traffic light rules. So why should we spend more money here that is driver behaviour influenced. I am opposed to spending any more money there, to the detriment of not getting sufficient funding for Breens/Gardeners lights.

I reject the fact that Option 2 shows as a disadvantage that “traffic queues from lights may extend to Crofton Road”. And to Leacroft Road in the other direction. These are unimportant in this equation, and with slower traffic residents on that side of Harewood Road will be able to be let into courtesy gaps, as they back out of their residences. On our side it will enable much safer backing out from our Harewood Road residences (into traffic light caused gaps). Although in the main traffic behaviour here is very good in these situations, as many cars use the middle lanes for traffic flow ease, or if they see you backing out will move over to give you room. Unfortunately there is also a sizable number “who haven’t got a clue or any consideration for others” who in these situations just doggedly stay in their left lane when the right lane is clear for as far as one can see. The other disadvantages listed there could easily be argued against in a hearing, in the main, and the recognised difficult intersection at Breens Road/Wairakei Road intersection is no basis for not having lights on Harewood Road. (Why were the Sawyers Arms lights put there again without resolving the Harewood Road issue?)

I oppose Option 1 which will completely disrupt the traditional and local use of these roads by residents of the area. I already have to turn through the median gaps when coming from town to get to 386 Harewood Road, and in heavy uncontrolled traffic it is almost as dangerous as being at the intersection. So to seek to get more locals to have to do this if the road median is closed off, is just going to increase the danger at these points. You have to be an experienced driver to make these turns (knowing you have to slow in a busy lane to turn into the alcove, sit there with front and back of your car exposed to crashes at both ends, and then get round into the left lane, and your driveway ahead of fast oncoming cars). It is certainly not a manoeuvre for little old ladies or inexperienced drivers, and you certainly cannot leave your trailer sticking out back in the duel carriageway you are turning off. The other lane drivers will never see it or be able to cross to the outer lane in heavy traffic in time, and even when driving correctly they come right up close behind ones car (as if they do not see the turn signals) and leave it to the very last moment before they look for the other lane. If that lane is already full of traffic they have nowhere to go. Legally they must stop behind my car till the way is clear, but they do not seem to have the skills or knowledge to do this often, and they just keep travelling so fast. (So TRAFFIC Lights will again be Beneficial if they slow the traffic down on average, and create gaps in the flow for others to slip into).

Postscript : Recent Accident Report I ask please that you include this short text below as an example in your summary report TO BRING SOME PROPER URGENT FOCUS TO SOLVING THIS INTERSECTION PROBLEM.

“On Tuesday 14 May 2019 at 9am, I was waiting at the Bus Stop next to Breen’s Road waiting to catch the bus to Christchurch Airport. I heard a police car coming and on turning around I saw a green First Response Vehicle parked in the middle of the Harewood Road behind me at this Intersection. There had been an accident of some kind. A small car appeared stationery and turned backwards in the inner lane of the road as it goes west. A short time later as I went past the accident site in the bus, I was astounded to see the second car involved had clearly crossed the median strip some way down, gone at right angles across the two north side lanes, across the footpath and was firmly embedded in a big hole in a residential property fence. The mind boggles as to what sequence of events could have led to this serious outcome.”

“The tragedy is that this cannot just be regarded as a minor incidence. If the North Side double lane leading into the city had been full with 2 fast moving lanes of traffic, as it often is at this hour of the morning, then that car accidentally crossing might well have led to a multicar major intersection pileup. There is no way the 2 lanes of cars could have stopped in the few seconds available. You would then have had the major injury or death, that you perversely want to have, to bump it up the Intersection Remediation Priority Rating. WHY WAIT FOR THIS? FIX IT NOW! NO MORE EVIDENCE NEEDED!!

MY ORDER OF PREFERENCE

1 Traffic Signals.

2 Leave As Is.

3 Left In/Left Out (with signalised Pedestrian Crossing). [ie Through Road must not be closed off.]

A. MY CREDENTIALS

My name is Michael John Orchard. I was born at our Reference Property - 386 Harewood Road and have lived there or regularly used transport there for most of my 70 years of life.

I have walked, biked, motor biked, motored, bused, and am still regularly using the family property (now owned by my sister Janet Orchard) for making motor and trailer journeys out of and back in to that entrance. We have taken a strong interest in the many changes over the years and accommodated these.

My wife and I used regularly all of the road parts and public shops mentioned, including having friends and relatives in both Gardeners Road and Breen's Road requiring vehicle use.

B. BASIC CONCERNS

Whilst I could comment on many aspects;-

My Main Concern is the Harewood/Breens/Gardeners Road intersection, which is highly dangerous for crossover traffic from the side roads (left turning traffic is easy, and right turning traffic is partly better off because of the double lanes),

Plus equally the proposal to single lane this busy main road, which seems like madness, and which I therefore strongly oppose!

The only Credible Solution here for both (and also the only one that will be really safe for cyclists) is Traffic Lights!

3.0 WHAT CURRENTLY WORKS WELL

Also I will comment that other than the aforementioned crossing, all of the rest of the road components along the entire length work really well and should not be changed! *Examples*

- Cotswold Avenue junction works well (both ways) - but only because double lane allows space for west tuning traffic (main Harewood west moving users keep in left lane)

- New World turn in at Bishopdale works Ok - again only because single lane expands into two here and fast traffic coming out of the roundabout, veers to centre fast lane, allowing slower west turning traffic out from car parks (from a standing start) to stay left and safely gather speed.

- Leacroft Street same as Cotswold but in other direction (again works well because double lanes work well thinning out the traffic and main road travellers can see others turning on to it and shift lanes to accommodate them!)

- Crofton Road and Trafford St intersections work well as is, again because there is plenty of space from double lanes thinning out arriving traffic from the west, with slower or turning traffic going east keeping left and faster traffic wanting to move on to their destination staying in the faster central lane.

- This natural separation by having 2 lane roads makes for easy safe driving behaviour, which drivers generally maintain along this whole road length. (Same happens to drivers attitudes coming out of the Bishopdale Junction going west.)

- **My submission summary is** ALL ROUND **apart from the above mentioned intersection of Breens/ Gardiners Road which needs Lights as in Option 2, HAREWOOD ROAD IS GENERALLY A VERY SAFE AND HIGHLY FUNCTIONAL ROAD AS IT IS AND THIS SHOULD NOT BE MUCKED AROUND WITH!** (If there is a specific problem then fix that, (and also not get it illogically intertwined with some grandiose idea of national cycle ways in the future, which this short stretch of road surely cannot be a key part!). **I oppose Option 1 which will completely disrupt the traditional and local use of these roads by residents of the area.**

SEE FULL ORIGINAL INTERSECTION SUBMISSION BELOW here (which I visited and spoke to the Council on at the Original Hearing in 2009)

SEE THE BOTTOM OF THIS EMAIL PLEASE!

Yours sincerely

Michael John Orchard

orchards@xtra.co.nz

30 Whitcombe Terrace

P O Box 80

Hokitika 7842

Text and Backup Phone 027 755 7310

Cell Phone 027 681 8765

ORIGINAL SUBMISSION ON THIS INTERSECTION AS PRESENTED TO COUNCIL in 2009 in Both Writing and Verbally at the Hearing TO NOW BE FULLY INCLUDED AS PART OF THIS CURRENT SUBMISSION IN 2019 AS WELL. (Attached Below)

From: Porter, Janine [<mailto:Janine.Porter@ccc.govt.nz>] **On Behalf Of** Cycle Lane

Sent: 30 September 2009 2:27 PM

To: Michael & Janet Orchard

Subject: RE: HAREWOOD ROAD submission for Council Plans

[thank you for your submission - yes this has been received.](#)

Janine

From: Michael & Janet Orchard [<mailto:orchards@xtra.co.nz>]

Sent: Tuesday, 29 September 2009 1:05 pm

To: Cycle Lane

Subject: HAREWOOD ROAD submission for Council Plans

Importance: High

Please acknowledge by return, receipt of this submission. I will also post a printed copy.

Formal Submission on proposed Harewood Road Cycle Lane MICHAEL ORCHARD

Hearing Note I wish to discuss the main points in my written submission at the hearings to be held during week of Monday 2 November (but not sure if able to get over then -will be over at Labour Weekend and probably also the week following the above- please schedule me in and I will then advise).

This is a personal submission.

1.0 CREDENTIALS

My name is Michael Orchard. I was born at our Reference Property - 386 Harewood Road and have lived there or regularly used transport there for most of my 60 years of life.

I have walked, biked, motor biked, motored, and am still regularly using the family property (now owned by my sister Janet Orchard) for making motor and trailer journeys out of and back in to that entrance. We have taken a strong interest in the many changes over the years and accommodated these.

My wife and I use regularly all of the road parts and public shops mentioned, including having friends and relatives in both Gardeners Road and Breens Road requiring vehicle use.

2.0 BASIC CONCERNS

Whilst I could comment on many aspects;-

My Main Concern is the Harewood/Breens/Gardeners Road intersection, which is highly dangerous for crossover traffic from the side roads (left turning traffic is easy, and right turning traffic is partly better off because of the double lanes),

Plus equally the proposal to single lane this busy main road, which seems like madness, and which I therefore strongly oppose!

The only Credible Solution here for both (and also the only one that will be really safe for cyclists) is Traffic Lights!

3.0 WHAT CURRENTLY WORKS WELL

Also I will comment that other than the aforementioned crossing, all of the rest of the road components along the entire length work really well and should not be changed! *Examples*

- Highsted Road corner's twin lanes separated going to town are good (going east)

- Cotswold Avenue junction works well (both ways) - but only because double lane allows space for west tuning traffic (main Harewood west moving users keep in left lane)

- New World turn in at Bishopdale works Ok - again only because single lane expands into two here and fast traffic coming out of the roundabout, veers to centre fast lane, allowing slower west turning traffic out from car parks (from a standing start) to stay left and safely gather speed.

- Leacroft Street same as Cotswold but in other direction (again works well because double lanes work well thinning out the traffic and main road travellers can see others turning on to it and shift lanes to accommodate them!)

- Crofton Road and Trafford St intersections work well as is, again because there is plenty of space from double lanes thinning out arriving traffic from the west, with slower or turning traffic going east keeping left and faster traffic wanting to move on to their destination staying in the faster central lane.

- This natural separation by having 2 lane roads makes for easy safe driving behaviour, which drivers generally maintain along this whole road length. (Same happens to drivers attitudes coming out of the Bishopdale Junction going west.)

- **My submission is** ALL ROUND apart from the above mentioned intersection of Breens/ Gardiners Road HAREWOOD ROAD IS GENERALLY A VERY SAFE AND HIGHLY FUNCTIONAL ROAD AS IT IS AND THIS SHOULD NOT BE MUCKED AROUND WITH! (If there is a specific problem then fix that, and not get it illogically intertwined with some grandiose idea of national cycleways, which this short stretch of road surely cannot be a key part!) *It will likely be a cheaper option in the long run anyway!*

4.0 COUNCIL'S PRESENTATION OF PROPOSAL INFORMATION

I congratulate the Council on its comprehensive information that is available on -line! But many people including my sister at 386 Harewood Road **cannot access this** as they do not have computers and work out in country and **cannot get to Council Offices in Working Hours** to get all the necessary information.

Now I may be wrong (only brief glance of my sisters posted copy) **but my concern is that the local residents would appear not to have been delivered the more detailed Section 155 options, so they could realize that there really were a lot of choices to be properly considered, that would have allowed the excellence traffic functionality of Harewood Road to be maintained as it is, as well as looking at options for improving cycle safety additionally. I refer specifically to traffic light possibilities.**

Council therefore must be castigated for not presenting in its formal information summary the fact that traffic light options are on the line for possible installation if support was shown (I can see no reference to it). *There should have been a genuine choice option which could have include retention of the double lanes plus installation of traffic lights! All 4 options for this busy main road change should have been presented fully to the people (astoundingly Council seems to have decided that there other 3 options would be too expensive, yet no costing information is given whatsoever, and they have only presented one that favoured their presumably internal staff only cycle way concept!)*

5.0 PRINCIPLE PURPOSE OF THESE ROADS MUST BE MAINTAINED

Council by its own summary in the documents **recognizes Harewood Road as a busy "Main Arterial Road"** and it has always been planned this way over a long period of time! *Accordingly it has been designed this way and works very functionally for this purpose. **My submission is therefore that nothing should be changed that detracts from this purpose.** No information is given as to the motorized traffic density in relation to cycle numbers, but it must be 100's of times that of any perceived cycle use, and is thus much more important for full motorised traffic use to be an efficient economically functioning city asset.*

This high density traffic **very efficiently uses this presently twin laned road in a pretty safe and quick manner** (a function of its wide road, long views and ability to change lanes in or out for the traffic to turn and flow with ease). **My submission is that it is inconceivable that Council seeks to**

decrease vehicle speeds (and as a consequence highway efficiency) and I am, and I am sure other using motorists would be totally opposed to this.

Notes:- The efficiency of traffic movement in Christchurch of recent years is becoming appalling, not just at rush hours now but virtually throughout all the day!

Papanui Road, Main North Road, Johns Road near The Groynes are all hopeless for driving and engine efficiency, causing lots of pollution and time loss affecting the economy, plus increasing frustrations of motorists, and increasing their chance of risk taking causing accidents.).

My submission again is that it is inconceivable that Council (for whatever reason it is putting forward) would seek to put all that two lane traffic especially on the many busy periods during the day, onto one lane, really slowing down the whole flow of traffic enormously, which I am totally opposed too (and as a consequence traffic density problems of the type mentioned in my note will occur here as well).

6.0 IMPORTANT FUNCTIONING PROCESS OF TWIN LANE ROADS SHOULD BE RETAINED

Council has given no evidential understanding of why its original engineers and planners designed Harewood Road and others to be twin lane roads in the first place. Nor of the huge sunk cost of asset value that this represents. To change this twin lane plan now will devalue the purpose for which this road was created and therefore its economic return paybacks!

My submission notes the following positive behaviours on Harewood Road (from over the last 20 years of driving observations there) that support reasons for my submission points and the retention of the status quo!

- Drivers appreciate and are sensibly using safely the twin lanes safely at present.
- Faster drivers tend to drive in the centre lanes, and slower ones in outer lanes.
- This allows for sensible and easy passing behaviour of slower cars, and equally slower cars to pull in to a drive or slow down for left corners safely.
- It conversely provides easy access out of driveways or from side roads into the nearest lane, without interfering with total traffic flow.
- Because of long sight distances a great many regular considerate drivers especially pull over to the centre lane when they see a car wanting to access on to the main road (into the side lane), thus allowing one out quickly. [Unfortunately there are still a few with their brains in neutral, who have no idea how or why to pull over and allow even better optimal use of the roads).
- When exiting from 386 Harewood Road we have to back out with the cars or come out forward with the trailer (both actions take time) meaning you are stationary for a period in a lane when backing; or going out with a full trailer can only be done more slowly so the rubbish laden trailer does not bounce on curb edges! Entry into a single lane would make this much more difficult and slow process all round!

My submission is that also that because of the greater density of cars in a single lane, there will also be greater difficulty and greatly increased time for traffic turning from side roads, which is another negative effect of this Council proposal for a single lane, and so I am further opposed to it!

- It should be abundantly clear to planners and staff that mathematically if there is one lane, traffic will be twice as dense along it instead of being spread over two lanes. That will much more than halve the opportunity for a car to turn from a side road to the main road (compared with present "lane floating possible" now).

- Further with the opposing lanes travelling along the main road in both directions twice as dense and going much slower (as a consequence of higher density travel giving more nose to tail travel), then crossing a road to turn into the opposite lane will be much more difficult because there will be fewer gap opportunities.

- This effect will be maximized at the **critical Breens /Gardeners Road junction where** with only one lane, each way, with the increased traffic density in these lanes it will be no easier to make a full side road to side road crossing than at present (I believe it will actually make it more difficult to find a gap = longer waiting time). **Hence real overall improvements in safety and vehicle crossing efficiency (including of cyclists) can only be achieved with traffic lights.**

7.0 CYCLE WAYS

I have no objection in principle to cycleways, and generally think they are a good idea (I used to ride my own bike to Harewood School and back). [I will note general points on this proposed cycleway along Harewood Road later near the end of my submission.]

However Council in its general Brochure and project information sheet gives only general reasons for a cycle strategy for the area **and my submission is that these are not sufficiently important to justify the loss of the twin laned function of the major arterial link of Harewood Road.**

It is only in Attachment 1, possibly not circulated to residents in their envelopes (see my earlier notes on this) that would purport to give the real reason for this being a proposal by Breens Intermediate School, to its perceived pupil pedestrian and cycle crossings problem at the Breens/ Harewood Road corner.

My submission is that I object to this proposal on this basis and that Council has provided no evidence that gives a detailed breakdown of how many school pupils bike or walk across this area daily (needs to be a proper survey with complete diagram and summary details plus maps and numbers of all the arrival/departure types and specific routes taken, plus other options available to them to avoid or minimise any danger points.)

It is essential that Council have such a chart to present to answer questions at any hearing (would you please send me these details now if you have them already please.

My submission is there would have to be a very high individual and collective school pupil safety gain, to overcome the threshold of disruption that this proposal will cause to the current efficient movement of 12,000 vehicles along this main arterial route there! I cannot see how it could be justified on these grounds. I personally have not seen any cyclists (nor school pupils) crossing that road recently or really using Harewood Road either!

By Council's own report there has only been one cycle accident reported there in 10 years (and it does not say if that was caused by a third party vehicle.) I had two cycle accidents almost on that spot there myself when I was young and it was a 2 lane sealed road (one a bike malfunction when the mudguard wrapped around the front wheel collapsing it and quite badly hurting me, and the other when an overtaking car hit me and my bike head on sending me over his bonnet into the side of the road -no helmets in those days either.) In the latter the offending motorist was breaking the rules (Council should publish the full details of their one r recorded accident, plus any annotated actual incident concerns that the school may have to help our understanding of where any real problems might lie, and thus check out real solutions!)

7.1 Other Cycling Options

From a quick look at the map, while I am not familiar with the overall Christchurch Cycle plan proposals at this moment, **for the Breen's Intermediate School situation at the moment it would appear that:-**

Isleworth Road provides a safe, straight attractive route to Farrington Avenue (and pedestrians or cyclists can cross at the pedestrian crossing to get to Highset Road).

Joining walkways (or use for cycleways) appear going in the other direction on my map from Hockey Street to Skyedale, or Charnwood Street to Harewood Road (on footpath to slip into Trafford St).

Yes if you want to get across Harewood Road it is always difficult **but Traffic Lights are the only answer here (needed for vehicles too)**. Once across this junction then Gardeners Road provides a safe cycling access to Fairford and Cardrome streets which access on to the apparently desired Highset Road again.

My submission is that there are plenty of walk/ cycle options around, without having to take out two whole vehicle lanes (presently carrying 6,000 vehicles or 3,000 each on average per day), so I am opposed to it on this basis.

By contrast there is so little use of the footpaths along Harewood Road that school pupils especially could use these for quite cycling on (and this would be much safer). They already ride down lanes like the one that goes past our place at 386 Harewood Rd to Kingrove St. And in many areas now 'Walking Buses' are a new concept many pupils with parent helpers use. Breen's Intermediate could easily develop a code for pupils on bikes who lived along Harewood Road, to safely ride on the footpath for short distances (but how many of these pupils are there?)

In respect to general cycle ways I have yet to be shown an overall map and rationale that justifies good reasons for part of Harewood Road being an essential part of a Bigger Plan (can you post this information to me please!)

8.0 VEHICLE INTERSECTION SAFETY

By Councils own figures in Attachment 1, there have been 37 reported vehicle crashes in 4 years, with 8 being at the Breens/Harewood/Gardeners intersection and **my submission is this is a much more important aspect to concentrate on.**

*With Gardeners and Breens also carrying more sub arterial traffic (with increasing housing construction in the locality and people looking for faster through bypass routes), this pressure will only increase. **My submission here is that the inadequate budget for this project must be increased and traffic lights installed.***

One should add up the costs of those accidents already gone (and without change likely to occur again every 4 years in the future on average) and be proactive and justifiably add this monies justification to a traffic lights budget!

This will also automatically solve the schools main concerns!!

Whilst Council's reports for options 2 or 3 relating to Traffic Light possibilities note " that nose- to- tail crashes are likely to increase" this may be true, but is not quantified (could be very few) and would not likely be any different or worse than say Greer's Road /Harewood Road intersection or any other one on a main road like Blenheim road, etc. **My submission therefore is that this is not a logically valid reason for not implementing a traffic light option. Neither is the consideration of increased noise (Harewood Road already very noisy at peak periods if you live nearby as we do) from take off or stopping at lights (how is this different from any other set of lights?) Ideally these lights can be set on long Harewood Road green runs, with more occasional car triggered (or pedestrian/cycle push buttons) green light periods on side streets. Restriction of Parking should not be considered an issue as there is miles of road for this, even if they need another minutes walk, and there are parks on the side roads around the corner and they all have their own driveways (it is not Wellington windy street hill country!)**

Increasing Safety at the site, whilst keeping current two lane flow capability must be the main objective!

9.0 PEDESTRIAN CROSSING OPTIONS FOR HAREWOOD ROAD

This is an important topic as part of these general proposals. I support anything done to make this safer, except single laning of the main road, here at the Breens/Gardeners Road Junction.

Existing use by the few (I have never seen anyone else cross road much) is when coming back from shops or bus, too cross to north side **by judging traffic easily to cross between, first to the big wide safe tree lined avenue, then the same again to the far side.**

Traffic lights are the only real answer at the junction if overall use and problems seem to be so high (and users would then have three main places to decide to cross Harewood Road, with this point then being the most safe (also have special places at Bishopdale and Trafford Street where shops).

Failing that my submission is I support any pedestrian improvements here (that do not reduce lane numbers). My submission further is that if it is this point is regarded so important to the school for pedestrian and possibly walked school bike crossing, then a proper PEDESTRIAN CROSSING should be additionally installed.

Also traffic police could more regularly do speed enforcement here (recently they regularly used to hide on our property behind the hedge of 386 Harewood Road, with their hand held speed guns and teams of 3 with one measuring, one waving down offenders and a car down the road to ticket them - I think they set it at a 60 kph trigger - about average for good traffic flows around town now!) [I remember ridiculous early days in my youth when traffic officers would give older car drivers tickets for a leisurely 33 mph Saturday afternoon drive down Papanui Road.] **My submission is regularly parked "show your speed " trailers could be placed on the road edges again or at School time it could become a Special 40KPH Flashing Light School Zone like at Harewood School and on the West Coast. Surely this is the best way for the traffic to be slowed and take note when needed.**

***** In deciding this pedestrian option Council must first evaluate how well the similar Highsted Junction /Bishopdale one works.** It would appear to me that this would have a higher person and bike crossing density, and while working well for the divided twin lane on the Service Station Side, I fail to see how people cross safely from the New world Side, even though it is single lane (as lines of sight are short, cars race around here, and the view with trees on the Roundabout is distracting!)

My formal submission here additionally for maximum safety is that, in a retained twin lane option (if no traffic lights), there be no cycleways on Harewood Road, but that all spare space be used to put a fully engineered divided twin lane option (mimicking Bishopdale one on Service Station side).

This to be on both sides of Harewood Road, as well as a centre crossing point as shown on your plan (and this be supported by the devices mentioned above)

This needs to be built on only one side for efficiency and cost minimization and best lines of sight, being EAST side of Breens/Gardeners Junction on Harewood Road.

10.0 PROPOSED OPTION COSTING

In undertaking costing of these options Council must not regard them in isolation, nor previous costs as sunk costs (presumably they are being depreciated, and still justifying the efficient and safe traffic flow reasons for which they have been put in!) **My submission is that the cost of a traffic light option must be regarded only as the final construction safety chapter for this road, and the % of this in the overall Harewood Road Construction Major Construction Project, including the Roundabout at Bishopdale, and the Twin Laned Harewood Road with median strip and plantings etc, which must be all CPI adjusted to today's prices, and considered against this**

overall background. This will show that the Traffic Light option is relatively cheap, and if not able to be afforded now, the project should be postponed till money from an annual rates pool builds up (how many Flower Shows and Developer land purchases could we have forgone if Council is genuine about safety concerns at this key intersection?) **Additional Annual Plan Supplementary Expenditure must be considered if required and important!**

Further no proper costed options for any are given by Council (and appallingly the public are not even given any physical options to consider, but just asked to comment on one proposed option). This is appalling disregard of due democratic process and more importantly common sense! My first submission here is that options retaining Two Lanes each side only be considered with crossing safety and traffic efficiency fully overriding any suggestions of "nice to have cycle ways". (generally with the space available these are mutually incompatible and with traffic lights installed other cycle routes have been identified).

My further economic submission is that costing cannot be made on the costs of traffic lights alone, but take account of the following correct long term items:-

(1) Existing road structure will be generating an efficiency of economic effort, which must be costed and given a value. Safety deficiencies (cost of accidents can be deducted from this value.)

(11) The Single proposal put forward in the Brochure must be costed, but the increased cost of extra works plus economic value lost because of the slowing and inefficiency of traffic movement must be added. There are still safety deficiencies in this proposal to be deducted, (despite all the too be costed items of expenditure).

(111) Item (1) existing road structure benefits with addition of a traffic light option only should be costed as the Preferred option on my submission recommendation (all cycleway preparation costs to be excluded - these should separated out for noting in a stand alone capacity only). No safety deductions have to be costed here, except for a small nose and tail crash component.)

(1X) Then the full cost of (111) can be brought to the table and the necessary marginal extra cost (if any) calculated and the full Council Support sought for the additional funds sought for Traffic Lights, (or monies saved, and existing funds banked, with the proposal deferred until the necessary full amount was available.)

11.0 COUNCIL SUBMITTED OPTION MODIFICATION NEEDED

Although I am **totally opposed to this** Single Lane Option Proposal, if it (unfortunately) went ahead. there are some key points of modification in relation to best space use and safety that need to be made!

11.1 Car parking lanes are too narrow for safety (here and on other new roads). Just look at the from behind view - right wheels are virtually on the painted white lines - when you open your car door you have to open it wide into the traffic lane -very dangerous, and then you have to step out into this traffic and sidle along your car to the end, all actually on the busy road way. At least double lanes allow driver to see you and react by moving over further to their right!)

11.2 Bike lanes if added would be just as dangerous to both motorist and cyclist for it is very hard to detect a fast moving cyclist in the rear vision mirror especially as they get close. It is the classic quick open of the door and catch them on it! Cars are much easier to see in the mirror, and they can move over easier whereas most cyclists don't and they are often wanting to keep close to the line away from the traffic. Bike lanes should be further moved out from the carpark lane!

11.3 If cars had a single lane it must be moved further away from the road edge towards the median strip, to leave more room for car parking and cycle lanes, plus left turning lanes.

11.4 Valuable space must not be wasted adjacent the medium strips (no chevron markings should be painted there). The middle lane adjacent these is currently the faster traffic lane, and works fine with cars driving close to the medium strip -they should continue here! **All spare space should be used to provide wider car parks on the road side (with safe door opening widths), and have the cycle lane be pushed further out, with a double or wider line separating this from the car lane, to focus the attention of motorists to its purpose!**

11.5 Traffic Lights are an essential extra item for vehicle and person SAFETY at the Breens/ Gardeners Road corner!! Traffic Lights here will additionally give better time gaps at all other intersections mentioned, making the whole Harewood Road area safer.

12.0 MY SUMMARY (detailed line by line "Submission Statements" still uplifted from each Topic Statement please)

12.1 Totally Opposed to Loss of Current Twin Laned Harewood Road.

12.2 Therefore Cannot Support Council's Current Proposal.

12.3 Efficient Current Use of Harewood Road Cannot Be Compromised By a Cycleway Proposal. (No Room!)

12.4 Breens Road School Issues are Entirely Unrelated And Must Not Be Considered For Decision Making In The Same Context.

12.5 Breens / Gardeners Road Junction Is An Unsafe Area and Traffic Lights should Be Installed Without Delay (Solves All Problems).

12.6 Plenty of Other Routes in the Area Would Make Good Cycleways (without losing 3,000 vehicle movements per lane day, over 2 lanes).

12.7 Chevrons Must Be Deleted from the Plan (and Carparking and Cycle Ways Widened Accordingly). *Only if this option which I oppose went ahead!*

FOOTNOTE

[Of historic interest Harewood Road was once the dray road to bring logs across the plains (went through Eyrewell Forest) from Harewood Forest (now Oxford Forest) at Oxford. In later years 349 Harewood Road on our opposite corner (previously Davidson's), was once an Ostrich Farm 1900's for ladies fashion feather trade, then NZ's first Experimental Fruit Research Site, then a Fruit and Poultry farm (once with a large historic monkey puzzle outside until Council with its lack of tree management ability, sealed over the roots, and it died - I still hold the large tree discs here to polish up for a District timeline history one day), then a Rest Home, and now NZ's first Charity Hospital, so it is all important, including the median strip with its attractive oaks and daffodils. Future change, if needed and justified must be really functional and in keeping with the District's Special Character!]