

**SUBMISSIONS RECEIVED ON HAREWOOD ROAD, GARDINERS ROAD, BREENS ROAD INTERSECTION**

**June 2019**

ID	First name	Last name	Name of organisation (if applicable)	Option 1: Left in/left out with signalised pedestrian crossing	Option 2: Traffic signals	Leave intersection as is	Comments - Please provide any feedback
25523	Michael John	Orchard			1		Refer attached document
25497	Aletha	Leith		3	1	2	<p>Due to the very high volume of traffic through this intersection and especially along Harewood Road I see traffic lights as the only long term option.</p> <p>This would keep traffic flowing in both directions and ultimately making it a much safer intersection.</p> <p>If the option 1 (as above) was implemented, this would in my opinion only cause more accidents and slow the traffic with vehicles then having to go past the closed off intersection then try and make a right turn then across lanes to make a second turn.</p> <p>Obviously the Council would always opt for the cheaper option but ultimately perhaps not always the safest or most convenient option for users. With option 1, drivers will of course find an easier route thus putting more traffic in currently less used streets and causing more congestion elsewhere.</p>
25473	Parish	None		3	3	1	
25472	B M	Thomas		3	1	3	<p>I've lived on Harewood Road since October 1990 and heard to many crashes over that time. The speed at night is outrageous and it sometimes sounds like a racetrack. I live on a back section and the traffic travelling down towards the airport often wakes me up. I think traffic lights would be the only answer. there are 3 schools in the area and the safety of the children should also be considered and for that reason I think traffic signals is the only option. We have to consider the safety of all ages in the area.</p>

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25465	Kevin	Bradshaw		3	1	2	<p>Option 1 left turning from Breens and Gardiners roads then using the U turn slots creates a problem. The median is 4.5m wide and my car, an average size sedan, is 5m long. Parts of the vehicle will protrude into either the east bound lane or the west bound lane. There are generally more than one vehicle wishing to make the turn so a bottleneck is made much worse. The road is already a bottleneck by the proposed reduction to one lane so traffic will be brought to a standstill until turners are cleared.</p> <p>The shifting of traffic away from this intersection to others in the area is problematic as the alternative streets do not give direct access through to residential areas on Gardiners Road and on to Northwood.</p> <p>Reducing Harewood to one lane straight through each side would be a backward step bearing in mind the residential development in the northwest of the city and the commercial development in the area near the Airport. Harewood Road bears a heavy load at peak times and a moderate load at other times.</p> <p>The addition to lights to Sawyers Arms/Gardiners clears traffic much more quickly than this intersection did without lights. The queue is cleared quickly eliminating frustration because drivers know they will get an equitable opportunity for access to the intersection.</p> <p>Retention of two lanes plus turning lanes each way on Harewood is by far the more sensible option. It also lends itself to creation of cycle lanes in the future.</p> <p>There is space to continue the dual carriageway from Twyford Street to Johns Road. This would ease a chokepoint. This adjustment could be added to future planning. Speed has been mentioned as being a problem on Harewood Road. Police traffic blitzes on speeders would eliminate this problem.</p>
25463	Wendy	None			1		I think traffic signals are essential.
25454	Carla	Pereira	New Zealand Automobile Association		1		The Canterbury West Coast District of the NZ Automobile Association would support Option 2: Traffic Signals.
25453	Karen	Duff			1		<p>I am in favour of Option 2 - the installation of lights at the Gardiners/Breens/Harewood Road intersection.</p> <p>For the past 4 years I have travelled the route from Redwood area to Breens Intermediate to take children to/from school. Initially I took Crofton Rd, with a left turn into Harewood then right into Breens. However now I take Gardiners Rd, do a left turn into Harewood Rd and then do a right U-turn at the middle turning bay. Not always can I do this as a car may already be at the turning bay waiting for traffic to clear. If this is the case then I have to go all the way up to Leacroft Street. It feels like I have to go around the block just to get to the school.</p> <p>Only recently there was another accident at this intersection involving children. It is not a matter of if, but when that someone will be seriously injured and/or killed. I know that traffic lights will not necessary result in NO accidents but it will significantly reduce the chance of it happening. There are so many children and the local community who use that crossing on a daily basis.</p> <p>I understand that this is fairly well down the list of 'dangerous' intersections, however I would be interested in knowing how many of the other intersections have some sort of controlled entry and are 2 laned. I would also like to know since</p>

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							<p>the installation of the Gardiners/Sawyers Arms traffic lights, what difference in the reduction of accidents this has made.</p> <p>If the council can spend money by installing the horrendous amount of traffic lights on Main North Rd and Papanui Road, just recently installing another Pedestian controlled set outside St Andrew's College, then surely money can be spent on this dangerous intersection.</p> <p>I expect the amount of submissions received for the option of installing traffic lights at this intersection is more than the council has received for the LTP. I urge you to listen to the community, this has been talked about and no doubt highlighted as an ongoing concern for many years and on previous LTP's.</p> <p>IT'S TIME TO TAKE ACTION.</p>
25450	Connie	Christensen		1	3	3	<p>I'm disappoint that this proposal is not solely focusing on allowing children, the frail and disabled to cross Harewood rd safely.</p> <p>With a Climate and Ecological Emergency declared by CCC this proposal should include 1 lane in each direction on Harewood rd to reduce single occupant car traffic and provide safe space to build the planned Major Cycle Route to encourage more people to cycle from A to B.</p> <p>Option 1 is preferred, but unfortunately none of the available options really provide the required safe infrastructure to allow both school children and the frail/disabled to cross Harewood road in a safe manner.</p> <p>Please copy the recently constructed cycle/pedestrian crossings on Ensors rd and Mackenzie ave to avoid a 2-phased crossing on Harewood road and provide safe crossing on both Gardiners and Breens rd. (see attached photos of Ensors rd and Mackenzie rd).</p> <p>I would like to receive updates about this project and request the opportunity to speak at future meetings about this project.</p>

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25449	Connie	Christensen	Go Cycle Christchurch	1	3	3	<p>Option 1 is preferred, but unfortunately none of the available options really provide the required safe infrastructure to allow both school children and the frail/disabled to cross Harewood road in a safe manner.</p> <p>We suggest the following amendments be added to option 1:</p> <ul style="list-style-type: none"> <li>- Change signalised cycle/pedestrian crossing on Harewood rd to only have one longer green phase as a restrictive 2-phase dog-leg type crossing will only encourage hazardous crossing using the median to avoid waiting for second phase (see attached photo of Ensors rd crossing).</li> <li>- Add safe cycle/pedestrian crossing with speed bump, green paint and signage on both Gardiners and Breens rd about 10-20m before Harewood rd intersections, to allow safe access to the Harewood cycle/pedestrian signalised crossing. This will allow left turning traffic from Harewood rd to see and stop for crossing cyclists/pedestrians (see attached photo of Mackenzie Ave cycle/pedestrian crossing).</li> <li>- Consider reducing Harewood rd to 1 lane either direction to allow safer u-turn for Harewood rd traffic, safer access for on-street car parking and space for the planned major cycle route.</li> </ul> <p>Go Cycle Christchurch would like to receive updates about this project and request the opportunity to speak at future meetings about this project.</p>

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25448	Donna and John	Thomsen	Copenhagen Bakery	3	2	1	<p>We feel Traffic signals would only necessary at peak periods due to the demands in crossing such a busy intersection. Many locals already avoid this intersection if they wish for prompt exit from it or they use the u turns and turn left either way out from Gardiners or Breens and then swing back at the u turns. This use of execution at the u turns has noticeably increased since 2012. We already see the U turn in front of our business used extensively at peak periods, with multiple vehicles waiting in queue to turn from coming left out of Breens road and onto Harewood Road, then u turning back around into Harewood towards Gardiners. This u turn ISLAND should be made narrower in the raised area, to include a right hand turning lane to enable the cars coming behind a clear passage to continue towards the airport in two lanes. There should also be a pedestrian crossing bay in the central island opposite our business for safe passage of our customers that are parked on the opposite side of Harewood road due to the increased use of the u turn. If option one was considered there would be even less parking options for tenants and customers directly at the intersection, so more cars parking up towards our shop and further up the road, putting pedestrians at greater risk at the u turning bay. These pedestrians who would be coming into our business would be carrying products, coffees and at great risk already of tripping on the island at this very busy spot that is proposed in option 1, to take a greater flow of vehicles than it already does due to the intersection becoming more limited in options to turn or pass over directly.</p> <p>The uncertainty of a cycle way on Harewood Road, as an option in years to come (???) would further congest and complicate the already frustrating, fast and busy turning areas due to the decrease in lanes, and decrease in parking options. A cycle way is NOT required for this road, due to the fact there are not many cycles being used in this area, and if money is to be used for this then I would suggest it be better used for an intersection with lights before someone is killed, a pedestrian or a motorist, and either at the intersection or at the congested u turns. At least if lights were installed, it would give a stall in the traffic long enough at various stages for property owners to reverse or pull out of their driveways, long enough to get a reprieve for safe passage or for pedestrians to pass over the road directly out side our shop to their vehicles on the other side, or open their car doors with out losing the driver door, or for school children to cross to and from Breens Road.</p> <p>It may be worth noting that the already reported motorist or pedestrian carnage statistics could be lower (and not all accidents are reported) due to the local community avoiding the intersection completely. We have noticed many near misses from risk taking and bad motorist behaviour, plus, just down out right ignorance of the road rules outside our business. The increased demand on the u turn here from option 1 is a seriously dangerous and stupid plan. The u turns could be improved and the islands at both u turns north and south, made more savvy for pedestrians and turning traffic at a far lower cost to the city. Parking should not be distributed or disadvantaged, by any change of layout to an already busy road, and a cycle way would further complicate and stress the busy carriage way to the airport, which we feel is a busier road than Sawyers Arms Road. If a cycleway is to be proposed to "encourage people to get on their bikes" it should not disadvantage car parks or the flow of this very busy road. The use of the pedestrian walkways and verges as combined uses for this should be considered first , to make use of this land for the minority. (As cyclists around these ways are the minority, you hardly see any one on a bike!) If you look at the cycleways in Scandinavia, they utilise and combine the use of these pedestrian areas without a negative impact on the highways and parking, and they have a far greater population who love to get on a bike there.</p>

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25447	Anthony	Nixon		2	1	3	<p>I have lived in the area for more than 8 years and use this intersection daily as I live only a few hundred metres from it. I am very aware and very weary of the dangers it poses to vehicles, pedestrians, and cycles alike. Since the road upgrades and changes to Johns Road over recent years Harewood Road has steadily become busier and sections of the road. In particular, the section between the Bishopdale roundabout and Nunweek Park are becoming increasingly perilous for all road users. With the addition of the new Highsted subdivision, the amount of traffic in the area is only continuing to grow.</p> <p>I drive around town every day for work during the week, and every weekend I am often driving my young family around. And by far, the Harewood/Breens/Gardiners intersection is one of the intersections I dread the most. With its current layout people avoid crossing Breens/Gardiners, or turning right into Harewood Road by using the U-turn bays, the turning bays are inadequate at best. If more than 1 car dare to use it, vehicles approaching must change lanes to avoid rear-ending a stationary vehicle. Option 1 will simply cause Harewood Road to bottleneck during peak times between Gardiners Road and Nunweek path to the north, and possibly as far as the Bishopdale roundabout to the south. This in turn will block up other in-between roads and cause more problems. Adding pedestrian lights will only exacerbate this.</p> <p>Option 2 is OK, but the turning signals must be taken into account properly. As a driver I know that having right-turn arrows make a huge difference to traffic flow. Lights, such as the ones on the Sawyers Arms/Gardiners intersection are dangerous for right-turning traffic, on most occasions right turning traffic must wait for the light to change to orange before it is safe enough to turn right. I am in favour of option 2 (traffic lights) as it is the most likely to be future proof as the area grows.</p> <p>A lot of children have to cross Gardiners Road and Harewood Road every day to get to several of the schools in the area, while the traffic island recently installed on Gardiners Road, and the crossing bays on Harewood Road do help in some ways, a lot more pedestrians would use these if lights were installed as it will provide more safe passage with defined gaps in the traffic. Lights may actually reduce some of the traffic at the intersection as parents will be happier to let their children walk to Breens Intermediate, Isleworth School, Cotswold Primary and Kindergarten, or Harewood School, among others instead of driving them to the gate.</p> <p>Like it or not, Harewood Road is the most direct path from Papanui to the airport. As a driver it is the road I choose over others to travel from Papanui because it has the least hold-ups along the way, partly due to the fact it has 4-lanes through a large section of, the only other arterial road with 4 lanes travelling in the same direction is Memorial Ave.</p> <p>Another thing to consider with Option 2 is the fact that a lot of drivers speed along Gardiners Road, particularly after crossing Sawyers Arms Road and travelling toward Harewood Road. I believe the visibility of traffic lights at the Harewood/Gardiners intersection will have an impact on driver speeds. Traffic lights are absolutely the only logical option for this intersection and the council must take this matter more seriously. I understand funding is limited, but it seems other inner city intersections have had far more attention and money put into them than has been necessary, some of those funds would have easily funded the upgrade of the Harewood Road/Gardiners Road/Breens Road intersection.</p>
25446	Andrew	Riley		3	1	2	Traffic lights only...no brainer

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25444	Alana	Lattimore		3	1	2	<p>Option 1 will force right hand turning traffic to take alternative routes. Crofton Rd will become more popular, as a way of turning right into Harewood Rd. Crofton Rd is already congested in the morning with righthand turning traffic - that will get 10X worse. Option 1 is not solving the problem, it is just transferring it!</p> <p>Option 2 is the only way to go. My son attended Breens Intermediate last year. There is no doubt in my mind that the said intersection is very dangerous. My daughter will be attending Breens Int next year - please for the sake of the children put some traffic lights in! (The council seem to have no problem with adding traffic lights elsewhere - Sawyers Arms rd, High St, Manchester St - all seem to have an over supply of traffic lights etc).</p> <p>Your advantages and disadvantages list seems to be very skewed towards option 1. Will we see a partial cost/benefit analysis of the two options? Also I would also like to see the findings of this submission process published. I would like to see full transparency in your processes and analysis.</p>
25443	Maxine	Donovan		2	3	1	<p>Being one of the 14 affected properties in terms of having lights and not being able to park outside property along with having double lane increasing traffic places this as option 3. Neither Gardiners nor Breens Roads near the intersections aren't wide enough for increase in cars. It is hard to get out of property now, let alone having increase in traffic. There is no going back if this option is picked.</p> <p>The left in option again is disruptive as it does not allow residents to turn right into either of the streets. It means that to get home one will have to go a circuitous route down minor small roads, thus increasing traffic on those. Cannot see how the u-turning is going to work as the volume turning could buildup.</p> <p>As is preferred option as the flow of traffic could change as other routes become available. Lighted pedestrian crossings could still be provided on either side of intersections well away from the corner.</p> <p>Slowing down the traffic flow on Gardiners/Breens Roads by diverting some of the traffic that would normally flow down those streets would at least ease the buildup of traffic at the intersections.</p> <p>Would like to see cyclists being able to cycle along and through the intersections with safety.</p>
25436	Kirsty	Parker		2	1	3	
25435	Polly	Brownlee		2	1	3	I already avoid this intersection because of the risks people take to get across. I think both options are better than what is there already, however traffic lights will be ideal to help with the overall flow of the intersection.
25434	Lea	Hart		2	1	3	
25433	Brendon	Suckling		2	1	3	The amount of near misses each day is frightening. Traffic lights provide the most safe passage in such a dangerous intersection with so many lanes and options. We attend a church hall on this intersection regularly and have lived close by for 30 years so are very informed and experienced as to this intersection.
25431	Kathryn	Thorne	Mrs	3	1	3	
25430	Jessica	Elliott		3	1	2	

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25428	Rodney	Thompson		2	1	3	<p>We believe the only viable solution for this intersection that caters for the needs of the local community is option 2 - traffic signals. After reading the information pack we are of the option that accident rates are woefully under-reported.</p> <p>Restricting this intersection to left in/left out would invariably cause significant stress at peak times on routes less capable of handling higher traffic loads, such as Crofton Road, shifting the problems. North-South traffic on school runs to and from Breens Intermediate would also create significant congestion at U-Turn points which would spill out into straight through lanes or fill up Crofton and Isleworth.</p> <p>This intersection is the main contributing factor to us doing the school run by car and not on bike and is avoided wherever possible when crossing North/South. In its current state, it is by far the worst intersection in the area.</p>
25427	Sally-Jane	Lewington		1	2	3	<p>This intersection needs to be made as safe as possible for pedestrians and cyclists as it's a busy intersection and very close to an intermediate school. Typically intermediate school aged children are starting to be independent in getting to school, so any changes to make the crossing area safer would be great for everyone that uses this intersection.</p>
25425	Lynne	Longden		3	1	2	<p>I definitely prefer the traffic lights options. I also think that rate payers who want the traffic lights should not be made to feel as though they are responsible for delays in other high risk intersections as in the box on page 9 of the brochure. Clearly more funding should be allocated for safety improvements in intersections etc in Christchurch than is currently allocated.</p>
25421	Susan	Richards		2	1	3	
25419	John	Richards		2	1	3	
25414	Emma	Chin		3	1	2	<p>I know that the traffic signals might not even happen depending on the budget but it seems to be like the most obvious option. Even if it still is a little ways down the road, it's still better than Option 1.</p> <p>Having Option 1 doesn't help with the turning left out of the Breens and Gardiners Road as then the vehicle will have to cut to the right to do the u-turn. And from the council meetings held, we know that this wasn't thought out properly as the vehicles needing to do a u-turn will be piling up and creating a mess right at the cross intersection where we are trying to solve the problem. Not to mention that there's a bakery right at the u-turn point.</p> <p>So even if the problem of the u-turn placement and flow have been solved, I'm assuming this will increase the cost to way above \$400,000. Even if you took the trees out. I'm guessing the budget won't allow for it. So we would still be back to square one.</p> <p>Having traffic lights will help with the speeding problem that goes down Harewood Road, even if it will cause congestion and cause 300,000 (or something to that effect) of cars diverting to other streets and road. And I know that this will also cause the intersection on Breens and Wairakei Road to be even more dangerous but that was poorly designed anyway. And even if that happens, with the way the decision is being made, the upgraded highway or something or rather on Sawyers Arms Road was to be believed to help with diverting traffic away from Harewood Road so it wouldn't matter anyway. Everything should work out perfectly in time and in order.</p> <p>Meanwhile, while we're waiting for whatever decision to come up, some sort of prevention to reduce speed would help.</p>



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							<p>Either speed cameras or bumps or something. One of the person at the project meetings said this was the highest percentage of people who goes almost 60km/h is 97% of the people. Something should be done if this is the decision is going to take longer than 3 months to execute and implement.</p> <p>One of the main points of changing the intersection is to look for safer ways for pedestrians. Can we not just put a pedestrian crossing with traffic lights somewhere along there? That would help with the speed and pedestrians crossing.</p>
25413	Simon	Hubble		3	1	1	Lights at Gardiners and Sawyers Arms intersection seem to work extremely well and I don't see any reason for lights not to work at Harewood Road either.
25411	Gavin	blackwell		2	1	3	Hi drive down breens road mostly everyday for the past 15 years. Have seen so many near misses which wouldn't show up on any data bases. Actually saw one 2 days ago with someone pulling out and nearly colliding with turning traffic. Traffic lights are the only option.
25410	Vicki	Withers	Flying Beancounters Ltd	3	1	2	<p>Option one would just shift the traffic to different intersections that would be less able to cope with the traffic.</p> <p>The Harewood/Greens Road intersection only needs the lights phasing changed to use the green arrows more and then it wouldn't be so dangerous.</p> <p>Whoever built the safe crossing areas on Harewood Road/Gardiners Road should not have built them on a bus stop!</p>
25409	Tony	Palmer		3	1	1	<p>The proposed left turn option will cause issues with vehicles trying to turn at the cut outs</p> <p>Also there is traffic congestion with the Bakery, cars going in and out.</p> <p>Traffic will move to other streets ie Crofton road which with cars parked on both sides its hard for two cars to pass safely</p> <p>When traffic lights are installed they can be used to alter the traffic flow as well as pedestrians</p> <p>Thanks</p>
25408	Erin	Jury		3	1	3	
25405	Fiona	Bennetts		3	1	2	<p>I am a regular cyclist (commuter and recreational/competitive), driver (less frequent), bus-user, and pedestrian in this area close to home. To get to and from work/central city, I cycle from Crofton Road across Harewood Road to Trafford Street, and vice versa, to avoid the Gardiners/Breens crossing. Likewise for other trips by bicycle that go in a similar direction. As a driver, I would like to be able to turn right from Gardiners onto Harewood to head out to Hornby for track cycling and the airport; instead, I use Sawyers Arms Road. As a driver and cyclist, I often turn right from Harewood onto Gardiners Road. I anticipate many people will use the bus lane if Option 1 is installed. As a bus-user, I love how the 28 bus now comes down Gardiners Road, as I don't have to switch buses in Papanui anymore. I still use the 125 bus occasionally, mostly to get to other parts of Chch, e.g. the airport, Avonhead, and Hornby. These two bus routes are important services to this area as there are no other public transport options this far out from the central city.</p> <p>The desire lines of locals will not change just because the intersection layout changes. Late at night I can safely cross from Breens to Gardiners on my bike, in my car, or walking from the bus stop. I pick and choose when to cross here as I know the dangers and have seen far too many close calls. Option 1 (left in/left out) removes that choice, although I can still get across by foot or bike, and use the U-turn slots by car (which I would only do when traffic volumes are low as I have a long</p>

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							<p>car). I anticipate drivers will drive over any islands to continue to go where they want- i.e. straight across. Has this been considered? I suggest you trial Option 1 (as best as possible) to actually see what happens before making it permanent, if that is the chosen option.</p> <p>When will consultation on the Major Cycle Route (Wheels to Wings) be held? If this route goes down Harewood Road, a lot of money and effort could be wasted doing improvement works to the intersection of Harewood/Breens/Gardiners now, then altering it to fit the cycle route in later on.</p> <p>How safe will the pedestrian/cycle crossing in Option 1 be? I cycle across Harper Avenue to get to and from work each day, and every day someone drives straight through the red light - not just at the start of the pedestrian/cycle phase but also mid-phase. I'm worried the same will happen on Harewood Road, with so many lanes of traffic, all wanting to go 60km/h or more. How will this risk be mitigated, especially for children?</p> <p>We need to force traffic to slow down on Harewood Road. Traffic signals will help with this. I think reducing the number of lanes will greatly assist in this, and this will make the intersection safer in the process. I would like the Major Cycle Route to replace a vehicle lane with a cycle lane in each direction (wide enough for faster cyclists to overtake slower cyclists). How many surrounding streets were monitored to understand how traffic moves currently to negotiate or avoid this intersection? Installing traffic signals at Breens/Harewood/Gardiners will reduce traffic on surrounding narrower streets like Crofton Road (which drivers also speed down) and Farrington Avenue (which has Isleworth School on it), as these alternative routes will no longer be needed to avoid the nasty crossing at Breens/Gardiners in busy times.</p> <p>As identified, the intersection of Wairakei and Breens Roads needs to be addressed. This is scary already, and will get worse with either improvement option chosen - even Option 1, as people can safely turn left, whereas currently they cannot due to the obstructed view from people attempting to turn right or drive straight through to Gardiners. Please include the intersection of Wairakei and Breens Roads in the scope of works.</p> <p>Ultimately, I would rather we looked at the bigger picture than applied a band-aid temporarily. The bigger picture includes, but is not limited to, the Major Cycle Route, Wairakei/Breens, and any improvements to Northcote/Sawyers Arms Roads intersection(s). Let's save money in the long run by doing the right thing when funds allow. As Harewood Road feeds into Johns/Russley Road (SH 1), I think the NZTA/central government should be funding the best solution, not just the cheapest one. I think the Breens/Harewood/Gardiners intersection needs traffic signals to optimally serve the residents.</p>
25401	Lynda and Keita	Tuhore		2	1	3	<p>After giving my Mum and her friend a fright at the intersection I avoid it now and go the long way. My daughter Keita uses the intersection everyday and she wishes there were traffic lights. I think traffic lights would be the way to go we think.</p>

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25400	Barbara	Purvis		3	1	3	<p>Closing off Breens &amp; Harewood Roads is a sure way to channel more traffic onto Crofton Rd &amp; Cotswold Ave. The former (Crofton) is narrow now - if two cars are parked opposite &amp; two are approaching. There's room for one only. Cotswold Ave has a school, early childhood centre &amp; church traffic already creating a crowded environment. Gardiners &amp; Breens Roads are wide and straight. For heaven's sake, please don't over complicate this matter. Asking people to do a u turn might seem straight forward on paper, but have you seen the disasters some people can make of this manoeuvre? One miscalculation of angle, and it's an accident waiting to happen. Traffic on Harewood Road goes too fast to make this manoeuvre safely. U turns are right up there with the most dangerous manoeuvre to make on the roads. To answer the points made as disadvantages of lights in order.</p> <ol style="list-style-type: none"> <li>1. Obviously. No one expects lights to be a magic bullet</li> <li>2. Signals can be modified to prevent back up. Give more time to traffic on Harewood - fine! Breens &amp; Gardiners people will know they'll get a safe time in their turn.</li> <li>3. This is happening now, as I said above</li> <li>4. Breens is wide enough to cope, School's closed in evening peak time, anyone wanting to come from Wairakei industrial area only has to left turn from Wairakei to Breens.</li> <li>5. People can still use John's Road &amp; exit from Wairakei.</li> <li>6. People are using this route as a shortcut now, only having to cope with an unsafe intersection</li> </ol> <p>5. - continued yes it's a poor road alignment, but someone sometime thought it would work. If it needs future safety improvements, so be it. There seems plenty of money for lights in the city - e.g. in Tuam / High Sts!! Please put in lights here at Gardiners/Breens/Harewood. My understanding is that money can be made available for this. It's called being receptive &amp; responsive to the community, Cheers and thanks for the opportunity to provide feedback.</p>
25397	Susan	Pongan		3	2	1	
25394	Merle	Glanville		3	1	3	<p>I have lived at this address for 29 years and I am very concerned about safety issues. Having attended 2 community meetings it's obvious most locals and myself avoid this intersection using a variety of methods just to survive. Even entering and leaving my driveway is hazardous. Have you acknowledged the impact the airport &amp; associated businesses - now Bunnings and also the high housing developments off Gardiners, Styx Mill Road, in progress have on driving behaviour? I frequently observe the maneuver you describe using the u turn slots being used at peak times - it is a nightmare and so unsafe. It is required to access our properties but not to get around using the intersection. There have been four accidents within a few metres, or at this intersection in last two months, and many more, I don't know if they are reported. I agree pedestrian crossing safety is essential, having had two narrow escapes myself in the last year. Café parking and cars accessing also creates an issue. The issues at this intersection are long over due to be addressed and I look forward to a safe option.</p>

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25387	Kevin	Rodgers		3	1	2	<p>With the changes on Johns Road, Gardiners Road has become a significant feeder route into the area. The installation of traffic lights at the Gardiners Road / Sawyers Arms Road intersection has not only increased the safety of the intersection dramatically but has increased the attractiveness of Gardiners Road as a through-route. The Option 1 suggestion of limiting access out of Gardiners Road and Breens Road to left turns only will just add to the bottle-neck effects at this intersection.</p> <p>The suggestion that gaps in the median be used for traffic to make U-turns is dangerous. The median is not wide enough to provide protection for a car that is waiting to complete a U-turn. Its rear end sticks out into the traffic lane and can block the lane or provide a target for inattentive drivers going along Harewood Road. Any suggestion that this is a realistic alternative is crazy. Traffic lights are needed and needed urgently.</p> <p>I find it hard to believe that the Harewood Road / Greers Road intersection has a greater priority for improvements than the Harewood Road / Gardiners Road / Breens Road intersection. I use both intersections almost every day and the Harewood Road / Gardiners Road / Breens Road intersection is much more difficult and dangerous to use. The problems at the Harewood Road / Greers Road intersection are mainly caused by red-light runners who are frustrated by the lack of opportunities and time to safely make a right turn. This is exacerbated by the right turn arrow phases not being in use for substantial periods of the day.</p>
25386	Andrew	Souness		1	3	3	We would hope the flooding at the Breens/Harewood corner will be attended to as part of this work.
25383	beverley	evans		3	1	3	
25376	Jan Jakob	Bornheim		1	2	3	<p>Despite owning a car for the first time in my life since moving to New Zealand (it was not needed when living in Canada, Germany, or the UK, a fact solely due to infrastructure choices here, not with topography), my main mode of transport around Christchurch is cycling, followed by public transit. I occasionally travel along Gardiners Road and Breens Road in an east-west direction and vice versa.</p> <p>I prefer option 1 over option 2. Option 1 discourages the use of Gardiners Road and Breens Road for rat racing. It is less expensive and more pedestrian- and cycle-friendly and will integrate with the future Wheels-to-Wings cycle way. If option 1 is realized, there are however a few things that I think should be kept in mind to make traveling in an east-west direction and vice versa easier. This would also help future-proofing the intersection for an increase in cycle traffic once the Wheels-to-Wings cycle way (which I wholeheartedly support) increases the number of cyclists in the area and potentially leads through the same intersection.</p> <p>As a preliminary remark, I welcome the shared paths that will allow people on bicycles to reach the signalized crossing. I think their existence should have been made clearer on the consultation form, as they were not mentioned in the text and a dark grey bicycle symbol on light grey surface is easy to miss on a plan. That being said, I think a few easy adjustments can make option 1 much safer for cyclists.</p> <p>Regarding my suggestions:</p> <p>First, to enter the shared path on the north-west side of Gardiners Rd/north-east side of Harewood, people on bicycles traveling southwest on Gardiners Rd would need a priority crossing to get on the shared path from the south-east side of Gardiners Rd. This crossing should be designed similarly to the one found close to 105 Hinu St on the Unicycle Cycle Way (see <a href="https://goo.gl/maps/x1psXwpXewRRreyv9">https://goo.gl/maps/x1psXwpXewRRreyv9</a>). The shared path should incorporate a sensor/diamond so that</p>

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							<p>approaching cyclists trigger the light in advance.</p> <p>Second, similarly to the shared path on Gardiners Rd, the path on Breens Rd should also include a sensor for approaching cyclists to trigger the lights in advance. In an ideal world, the shared path on Breens Rd would again connect to protected cycle-priority crossing that allows people on bicycles traveling south-west to cross Breens Rd. However, unlike the situation on Gardiners Rd, there is no interaction with traffic from behind and a person riding a bicycle can thus more easily see all other traffic they would interact with when crossing the road. The cycle priority crossing on this side is thus maybe optional.</p> <p>On both approaches to Harewood Rd, short sections of marked on-road cycle lanes should lead people on bicycles onto the shared path (or, in the case of Gardiners Rd, the priority crossing across Gardiners Rd, which in turn ends on the shared path) and should make it clear that by entering the shared path, one can follow the Gardiners Rd/Breens Rd route (for example, by painting "To Breens Rd/To Gardiners Rd" next to a bicycle symbol with an appropriate arrow directing towards the shared path). This way, people who do not commute on this route frequently can easily find their way across the intersection as well.</p> <p>The light, which is referred to as a pedestrian light in the text of the consultation, should be a two-aspect cycle signal, provided this is permissible at the time the intersection is redesigned. If this is not possible, there should be a dedicated cycle light. This will additionally help to alert pedestrians to the (legal) presence of people on bicycles in the crossing.</p> <p>I would add that the separator rails on the island in the middle of the Harewood Rd need to be designed in a way that they can easily be navigated with a larger bicycle, e.g. a cargo bike. Narrow turns should be avoided. Preferably, there would be a dedicated cycle marking that allows cyclists to go straight through instead of having to zig-zag. Finally, the traffic lights should incorporate holding rails or "resting rail" for people on bicycles on both sides.</p>
25373	Maree	Lewington			1		I would like option 2, traffic signals. Thank you.
25369	Madi	Riley		3	1	2	<p>I'm a student at Breens Intermediate and my Mum drops me off then has to take my brother to school at Harewood school. She can't stand the intersection and she's so worried about cars going across that she has to go down and do a turn. We have to go that way and can't drive another way.</p> <p>Please please can you put traffic lights in at the intersection so we can drive safely straight through from Gardiners rd to Breens rd.</p> <p>Thank you.</p>
25368	Chéri	Riley		3	1	2	<p>Option one will not help traffic flow at all. It will significantly delay vehicle crossings...using only the turning bays that still exist, the traffic will back up along Harewood rd behind those waiting to turn. There is only enough room for one vehicle to wait at a time currently and many cars are already backed up or tooting angrily at cars waiting to turn. This will create more accidents than before!!!</p> <p>Option 2 is the best way to help pedestrians as well as vehicles. Find the funds....the community will thank you for it.</p>

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25367	Stephanie	Remington		3	1	3	Safety is of utmost importance for drivers and pedestrians. Traffic flow is also important and traffic lights would certainly help. If the road is changed, the bus routes would have to change as well, this has to be taken into consideration. How can traffic lights be justified at Sawyers Arms/Gardiners Road where it is single lane traffic, yet Harewood Road is double lane traffic and far more dangerous to cross. Let's get this done!
25365	Leila	Torrington	Environment Canterbury			-	<p>Thank you for the opportunity to provide feedback on the Harewood Road, Gardiners Road, Breens Road intersection. This submission is from the Environment Canterbury Public Transport team.</p> <p>There are two Metro urban bus routes that travel along Harewood Road. Route 28 has a 15-20 minute frequency at peak times, and a 30 minute frequency at off-peak times. It travels along Harewood Rd and Gardiners Road, turning at this intersection. Route 125 service has a 10-15 minute frequency at peak times and 30 minute frequency at off-peak times, and travels straight on Harewood Road.</p> <p>We appreciate the planning that has been carried out by Christchurch City Council on this intersection and would like to make the following points:</p> <ul style="list-style-type: none"> <li>- We appreciate the pedestrian-crossing facilities in both Options 1 and 2, which will aid pedestrians to cross Harewood Rd to access bus stops.</li> <li>- We appreciate that a bus-only right turn has been provided from Harewood Rd into Gardiners Rd in Option 1. This would enable the route 28 bus service to turn right into Gardiners Road safely and easily while oncoming traffic on Harewood Rd is stopped.</li> <li>- We are concerned about the suggested traffic delays that would be caused by Option 2. These would have a major impact on the 125-bus route which travels straight along Harewood Rd.</li> <li>- If option 2 is selected, we request a right-turn arrow be included in the signals at the Harewood Rd/Gardiners Rd intersection to make sure 28 route buses can turn right into Gardiners Rd safely.</li> <li>- We note that if option 2 is selected, route 28 buses would have to wait for the lights to turn left from Gardiners Rd to Harewood Rd.</li> </ul>
25363	Stuart	Taylor		1	2	3	<p>Both Options 1 and 2 have merit. Preferred option 1 for following:</p> <ol style="list-style-type: none"> <li>1. Immediate improvement (no waiting 10years?).</li> </ol> <p>Option 2 rejected because:</p> <ol style="list-style-type: none"> <li>1. Lights will cause more accidents due to amber gamblers and red light runners resulting in no improvement to safety.</li> <li>2. Lights may cause east bound traffic backup along Harewood Road to Crofton Road at peak times</li> <li>3. Lights will increase traffic on Gardiners/Breens causing congestion at Wairakei Road</li> </ol>

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							<p>4. Speeds on Harewood Road often exceed 50km/hr. May reduce with lights but remain high with option 1</p> <p>When considering Option1:</p> <ol style="list-style-type: none"> <li>1. Improved speed signs, make more prominent.</li> <li>2. Suggest trial barriers along Harewood Road to see if method works, say up to 6 months.</li> <li>3. Block off u-turn outside of Copenhagen bakery. Cars stop/slow in west LH lane to enter Copenhagen. Traffic in LH lane moves to right and blocked by vehicles exiting Copenhagen that are turning east through u-turn.</li> <li>4. Remove parking along South side Harewood Road near Copenhagen.</li> <li>5. Install no u-turn at Trafford Street - west heading traffic. Issue is traffic will then u-turn at Crofton Road but allows Trafford street traffic to turn right into Harewood without being blocked by vehicles doing u-turn.</li> <li>6. Make Crofton Road Left out only. No right-turn Harewood heading west. Prevents traffic using Crofton Road as By-pass to Harewood Road west.</li> <li>7. Present east-bound Harewood Road traffic turning right to Wairakei via Breens will be forced to use either Roydvale or Farrington. Improves safety outside Breens Intermediate and cuts out a dangerous (present) right turn.</li> <li>8. Improves safety for pedestrians crossing Harewood Road</li> </ol>
25362	Robin and Diane	Harrington		2	1	3	We have both had two near misses. Lights have worked very well at Gardners Road/Sawyers Arms Road.
25359	Helen	Doidge		2	1	3	
25355	Bob	Foulkes		2	1	3	<p>The non-cost based considerations raised as justification for doing as little as possible here have largely been based upon injury accidents. The problem with this is that a sizeable number of local users of this intersection and roads tend to be older and probably more careful than much of the city's more typical traffic - thus they tend to have fewer actual higher-speed injury-causing accidents, but find the intersection more challenging, are more hesitant in traversing it, and may slow the flow down and thereby add to the risk at times, but they may also avoid it if they possibly can. I have used it regularly for many years, and the sheer number of near misses I have observed that exhibit these patterns have been substantial. That there have been so few accidents is miraculous. The problem with the intersection is very largely one of having to cross Harewood Rd's four lanes, even when the traffic is light. Four lanes of sparse traffic and a huge width to cross limits the number of safe crossing gaps dramatically, and frequently leads to lengthy queues of frustrated drivers attempting to cross Harewood Rd at this intersection and waiting for others to do so. This is another reason it seems to be avoided. Council just needs to survey users to gauge popular perceptions of its efficacy and safety and councillors will quickly be persuaded of a need to upgrade it. Only traffic lights here would significantly improve the efficient and more equitable flow of traffic across the intersection and around the district, reducing the need for drivers to detour through smaller and quieter suburban streets. Of course lights are more expensive, but spending less would not materially fix the problem, but would just kick the can down the road for a future council to deal with at even higher cost. Nor would it provide local citizens with an intersection they currently try to avoid if at all possible. That is not how it should work.</p>

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25352	Dave	Reynolds		2	1	3	I would never try to cross Harewood Rd using this intersection. Far too dangerous. I used to drive along Harewood Rd to get to work, and saw many near-misses from cars trying to cross or turn into Harewood Rd when the gap was too small. I use Harewood Rd less frequently now, but still see near-misses.
25350	Des	Duffy		2	1	3	<p>Option 1 concerns:</p> <ol style="list-style-type: none"> <li>1. Pedestrian crossings on west side of Gardiners/Breens only - problems for people wishing to cross Harewood Rd on the east side of the intersection? Breens Intermediate school children who live east of Gardiners Rd have to cross either Gardiners Rd or Harewood Rd at uncontrolled points in order to access the controlled pedestrian crossing on Harewood Rd. Both of these roads carry high traffic volumes at the times students are moving to and from school. The bus lane makes it difficult for a pedestrian crossing to be set up on the east side of the intersection.</li> </ol> <p>Traffic wishing to turn right or proceed straight through the intersection will make greater use of the U-turn slots on Harewood Rd. This will cause disruption to traffic moving east or west along Harewood Rd as traffic banks up in the right hand lane behind a queue of vehicles waiting to make the U-turn. Current modelling has possibly overlooked/underestimated the increase in the number of vehicles making use of this option. The increased flow of traffic along side streets e.g. Crofton Rd and Cotswold Ave will create problems - particularly when motorists approaching Harewood Rd from the north make their desired right-hand turns at the intersections of these streets and Harewood Rd.</p>
25345	Faafetai	Taefu Matai	Seventh day Adventist Church	3	1	3	the traffic lights will help everyone coming in from all sides, this will also give people a safe way of crossing, I live a few blocks from this intersection and it's quite risky getting into Harewood from Breens, especially when it's raining and visibility is not good at night.
25342	david	browne		3	2	1	I strongly support option 2, install traffic lights. Option 1, left in and left will not work and I do not believe anyone who uses that intersection and understands the volume of traffic can think it will work. Option one will cause significant changes in traffic forcing people to use side streets. I use that intersection daily. The key for me is to turn left into Harewood from Breens. I won't go up and turn left then right around a turning bay. I will go down isleworth and use side streets. Please install traffic lights for the safety of all users, including cyclists, pedestrians as well as motor vehicles.
25341	Barbara	Hibbard		3	1	2	I use Breens Road to access Wairakei Road to travel to work and town and the closing of this access will cost me more. I do not like the intersection at Papanui, Harewood and Main North Roads due to the heavy traffic, so I would be using Harewood Road Farrington Ave round about, an already busy corner. I feel sorry for the residents of Grofton Road, as like us when we come from Northwood/Redwood, we use and have done for many years to get onto Harewood Road. We understand from attending a meeting, some drivers are wanting to miss the Sawyers Road/Johns Road corner by using Gardiners Road Cullhull Street if unable to get on to Sawyers Road, Crofton Street, Harewood Road and back onto Johns Road. In fairness to those living in Crofton Road, The lights will take some traffic away from their street. It will not assist us in entering Harewood Road from Nunweek Boulevard or Trafford street. Perhaps the traffic planners should check the current breaks in Harewood Road at peak time and see the two cars blocking these and it will only get worse if Gardeniers Road/Breens Road is blocked.
25340	Phil	Straver		3	1	3	The traffic light option is the safest option going forward into the future especially for cyclists and pedestrians. The turning lanes will reduce traffic accidents but will still be dangerous for cyclists and pedestrians.



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25339	GLENDA	HICKS	Miss	3	1	2	<p>I am absolutely incensed with this whole sham of a "consultation" process.</p> <p>It is addressing the wrong question! The question for local residents is how to make it safe for motorists to cross Harewood Road from Breens-Gardiners Roads or turn right into Harewood from them. It should NOT be "How to block off the intersection totally and save the Council money."</p> <p>The content of the material is extremely strongly skewed in the direction of the "preferred option" of so-called 'planners' and the Council bureaucrats and elected representatives who hide behind them.</p> <p>I am extremely angry that people are paid to sit behind desks and come up with so-called "modelling", the conclusions of which bear little resemblance to common sense or the daily reality experienced by local residents (including myself) who use the intersection in question every day.</p> <p>In fact it is very clear indeed that local residents going about their daily business, such as taking children to schools, driving to churches, going to and from Bishopdale shopping centre, driving to Papanui or into the city, driving to the airport, accessing the arterial route on Johns Road etc etc do not feature at all in the pecking order favoured by the bureaucracy and our Councillors who are elected to represent who???</p> <p>Almost EVERY point mentioned in favour of the "preferred option" can be challenged. One example which any idiot should be able to perceive - let alone supposed highly-paid professionals - is that if the cross-road is shut off, people travelling from Gardiners Rd will turn left and then into the right lane to do a U-turn. At rush hours and other busy times, there will be a line of traffic blocking the right hand lane leading to the U-Turn space, which will of course interrupt the flow of traffic eastwards and cause accidents - as there will be no safe and 'legal' space for this traffic to wait in! Of course so-called "modelling" will not predict that because it is frequently not in touch with actual reality!!</p> <p>May I point out that this is the only other intersection on Harewood Road apart from Greers Road that requires motorists to cross 4 lanes, in this case without assistance to do so. With the 'logic' displayed in this material, the Council and its 'planners' should remove the traffic lights at Greers Road forthwith and put a median obstacle through the middle of the intersection. Why do you all think there are accidents happening at this intersection - which I also use every day? One answer is blindingly obvious to regular users - but not to "modellers" and statisticians apparently. Put some bloody green right-turning arrows that actually work out of Harewood Rd in both directions, and out of Greers Rd in both directions. Then the 'view' of these people would not be 'blocked' because they would have opportunity for safe turns!</p> <p>Another silly statement that bears little resemblance to daily reality: I have not seen ANY pedestrians trying to cross the intersection of Breens-Gardiners and Harewood Roads. They would be bloody stupid if they did. So why oh why are you trying to solve a problem that doesn't exist - while ignoring the one that does? Many parents prefer to drop their children off at School, so what makes you think closing off the crossroads and putting 'pedestrian' lights in would make any difference to this?</p> <p>Why is it OK to stop the flow of traffic on Harewood Road for pedestrians sake - but not for the sake of motorists who use this intersection for a range of purposes every day? And what is going to make Harewood Road travellers more likely to stop - a safely-controlled set of traffic lights at the intersection or a couple of pedestrian crossings that are unexpected. I mean really! Who are more important in your considerations - largely non-existent pedestrians, or local residents whose interests their Councillors are supposed to represent? - Or am I wrong? Are you actually there to save money and hide behind bureaucratic 'planners' who couldn't care less about real people?</p>

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							<p>I could go on at length. However what I will say is four more things:</p> <ol style="list-style-type: none"> <li>1. I have never seen a more obvious sham of a consultation process, which is manipulative and dishonestly purporting to act in the interests of local residents.</li> <li>2. It would be better to have no change and leave this dangerous intersection the way it is than to block cross traffic off by constructing a median barrier.</li> <li>3. If there is any decision to do this, I will personally lead a stand up protest in the middle of the intersection.</li> <li>4. I will also obtain the names of all Councillors who support such a decision and post a leaflet with their names on in as many letter boxes of local residents as possible before the local body elections.</li> </ol> <p>Oops, did I say "LOCAL" body elections. Should that be "un-people-friendly 10-year planners" elections?</p> <p>Please add the following to Submission Ref number 25339</p> <ol style="list-style-type: none"> <li>1. To clarify my comments re pedestrian crossings, my point is that these should NOT be situated at the intersection itself. They should be further along in either direction at a safe distance, and with the lights coordinated with through traffic green lights from Gardiners-Breens Roads.</li> <li>2. Can you please explain to me why the Council has been able to afford lights at the intersection of Gardiners and Sawyers Arms Roads to enable traffic to cross a 2-lane roadway, but do not appear at all inclined to put traffic lights at the more complex 4 (6 if you add in the turning lanes) lane crossroads in question? I have crossed that intersection at Sawyers Arms Road regularly to visit my mother in Rangiora, and I can assure you that I had no problems getting across before there were lights.</li> <li>3. If you follow the assertion against the traffic light proposal that apparently lots of people will start using the throughway across Harewood as a "short-cut" to Wairakei Road, then where please are all increased numbers of motorists using the Sawyers Arms lights as a "short-cut" to Harewood Road? And when does legitimate use of a through route become deemed as an unadvisable "short-cut?" Answer: Well of course when it suits the efforts of Council bureaucrats to get what they want and denigrate what is a legitimate and sensible route for road-users.</li> <li>4. What research has been done 'or will be done' to ascertain how many cyclists are likely to bike the length of Harewood Road to get to the airport? Surely this should be done before the Council decides to spend scarce financial resources on a 'cycleway' with the associated expenses and disruption to traffic. In this research, you might also ask potential cyclists how they plan to cater for the carriage of their luggage assuming they are going to patronise planes.</li> <li>5. There is some confusion in my mind as I read the material provided. On the one hand Harewood Road is seen as an important main route to the airport and the Western by-pass motorway, so important that it would be a significant imposition on the flow of traffic to insert one more lot of traffic lights at the said intersection. On the other hand, there are implications that Sawyers Arms Road is seen (by "planners"??) as the preferred route along which to encourage motorists (from where) heading to the airport and the John's Road freeway. (If so, why is a 2-lane road preferred to a 4-</li> </ol>

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							lane one?).  I would appreciate clarification in this confusing scene please.  And PLEASE do not tell me that there is an intention to block off the roundabout through route to the airport at the Raewards Fresh corner!
25338	Kaye	Rae		3	1	2	The only way forward in this growing area is traffic lights!!! From any residents in the surrounding neighborhood that I've spoken to the decision is the same as mine - I hope you listen to those who vote
25337	Grant	Rae		3	1	2	Certainly the intersection needs traffic lights
25336	Wayne	Thorne	Mr	3	1	3	Submission attached
25334	Peter	Reid	N/A	1	3	2	<p>Unfortunately I wasn't able to attend either of the information sessions.</p> <p>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 &amp; 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.</p> <p>In supporting option 1 I have some reservations about the plan shown in the booklet which came in the mail. I found this clear &amp; easy to follow.</p> <ol style="list-style-type: none"> <li>1. Why are there raised humps shown on Breens &amp; Gardners Roads? Vehicles are already slowing down for the intersection. This sort of thing is an unnecessary frustration (stress) for motorists. Not needed.</li> <li>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.</li> <li>3. The left lanes in both directions on Harewood Road show a left turn arrow only as they approach Breens &amp; Gardners Roads. Why not a straight through &amp; left turn indication? Yes, I can see the thinking on the south side with the proposed bulge at the pedestrian crossing.</li> <li>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 &amp; someone wants to ruin it. Harewood Road is a pleasure to drive along. Leave it alone.</li> <li>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 &amp; right turns from Breens &amp; 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.</li> </ol> <p>If you settle for the traffic light option (heaven forbid), why are the yellow no passing lines there on Breens &amp; Gardners</p>

**SUBMISSIONS RECEIVED ON HAREWOOD ROAD, GARDINERS ROAD, BREENS ROAD INTERSECTION**

June 2019

ID	First name	Last name	Name of organisation (if applicable)	Option 1: Left in/left out with signalised pedestrian crossing	Option 2: Traffic signals	Leave intersection as is	Comments - Please provide any feedback
							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.
25333	Dianne	Walker		3	1	2	Left turning will create congestion of cars in line waiting for clear road to make a right turn to cross over back onto Harewood Road. With the amount of traffic waiting, this will block the right hand lane. Does this make Harewood Road safe? No.  Traffic lights will make it safer for pedestrians and cyclists to cross Harewood Road. There are two main schools with students who need to cross Harewood Road, Breens Intermediate and Papanui High.
25332	Alan	Baddeley		3	1	2	I travel through this intersection at least 14 times per week and have seen too many close calls/accidents. It is a dangerous intersection that urgently needs traffic lights.
25331	Anna	Taylor		3	1	2	I've seen too many accidents and near misses at this intersection and feel traffic lights are warranted vs a possible loss of lives.
25330	Lawrence	Walker		2	1	2	Option 1 Left in/left out with signalised pedestrian crossing, in my opinion, can only lead to increased congestion, frustrated motorists and a danger of nose to tail crashes. I have lived in this area for 36 years.
25328	Andrew	Klaver		3	1	3	We consider the introduction of traffic lights at Harewood - Breens – Gardiner's intersection to be a top priority as it is a very dangerous intersection.  Vehicles in the lane wanting to go straight through to Breens often 'give up' due to the amount of traffic on Harewood's four lanes going east/west. They then indicate left and turn into the left turning lane or even turn left from their straight through lane which is not only illegal but dangerous. People then drive along Harewood Road a short distance and do a U turn on to Harewood which is also potentially dangerous. Vehicles which do try to turn right off Gardiners often have to wait a long time causing frustrations and dangerous decision making as they attempt to turn between small gaps in oncoming traffic.  Sometimes lines of right turning traffic on Harewood Road extend beyond their safe right turning lane and into the straight through lanes on Harewood Road causing more mayhem. Motorists feel pressured to take opportunity of small gaps in oncoming traffic as the line behind them increases significantly, raising the possibility of accidents as motorists feel 'pressured' to turn. In peak times motorists wanting to turn right see the que of right turning cars so drive past the intersection and use the U turn facility effectively returning to the intersection as a left hand turner which gives them right of way and thus restricting those going right even further.  The chaos at Breens/Gardiners/Harewood also has knock on effects elsewhere especially the intersection at Wairaki/Farringdon. Motorists use Farringdon Road rather than Breens to avoid the dangerous intersection, this leads to

**SUBMISSIONS RECEIVED ON HAREWOOD ROAD, GARDINERS ROAD, BREENS ROAD INTERSECTION**

June 2019

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							<p>a build-up of traffic turning from Wairaki into Farringdon at peak times.</p> <p>If traffic lights were installed at Gardiners/Breens/Harewood not only would the intersection be safer for motorists, cyclists and pedestrians but also Wairaki Road users would be more inclined to use Breens to travel North knowing these traffic lights would make for a safer and less stressful crossing.</p> <p>Cyclists and pedestrians face life threatening situations as they negotiate their way through the four lanes of traffic. The installation of traffic lights at Gardiners/Sawyers Arms Road has made a huge difference for all road users especially after the lights were tweaked giving Gardiners Road users more time to cross.</p> <p>A left turn option only would lead to cars doing dangerous U turns at peak times or going down nearby streets thereby transferring the problem to another intersection rather than solving the problem by introducing traffic lights.</p> <p>The off-ramp on the newly finished West Belfast Bypass has injected a far greater number of vehicles heading south into Gardiners Road, with large numbers ending up at the Gardiners/Breens/Harewood intersection compounding the problem significantly.</p>
25327	Jill	Royds		1	3	2	<p>I'd also like to see it not only left turning onto Harewood Road, but the ability to turn right from Harewood Road onto Breens Road. The problem is only when people try to go through the whole intersection during peak hours.</p> <p>I don't want to see a pedestrian crossing near any driveways as this is not safe.</p>
25326	Don	Royds		2	3	1	<p>The current problems will not be alleviated by traffic lights and will create further problems - unsafe pedestrian crossings, boy racer drags up to merging lanes and parking conflicts with the very popular Copenhagen Bakery.</p> <p>The intersection upgrade is only warranted for a few short hours in the morning and afternoon and if drivers were more patient, there would be fewer problems.</p> <p>I've also attended a number of accidents at this intersection (which appear to not be included in the statistics) and these have occurred late at night due to running the Stop sign or texting.</p>
25325	Anne	Ross		3	1	2	<p>Left in/out will just increase the number of vehicles performing u-turns using the u-turn slots, creating more of a back up towards the intersection.</p>
25323	Mike	Bargh		2	1	3	<p>Last week I was almost involved in an accident at that intersection due to a car crossing from Gardiners road and not seeing me coming down Harewood Rd towards town. A truck was in the left lane beside me and turning left into Gardiners Road, for some reason the car waiting at the Gardiners road intersection decided the road was clear and just went. Fortunately I managed to stop but it is the closest I have ever come to an accident. This intersection is a liability and something needs to change.</p>

**SUBMISSIONS RECEIVED ON HAREWOOD ROAD, GARDINERS ROAD, BREENS ROAD INTERSECTION**

June 2019

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25322	Simon	Britten	Think Papanui	2	3	3	<p>My preferred option (preference 1) is 'none of the above'.</p> <p>A better option than either of those proposed would be to convert the entire length of Harewood Road from two lanes to one lane in each direction. This would improve safety at the Harewood/Gardiners/Breens intersection as well as having benefits down the entire length of the corridor at potentially less cost - certainly a lower cost than Option 2 - and I anticipate it would attract central Government funding.</p> <p>One-laning Harewood Road in both directions as an initial step would:</p> <p>(1) make it safer/easier for road users on Gardiners/Breens to drive across, or turn right onto, Harewood Road</p> <p>(2) maintain all turns and through traffic as per the existing configuration</p> <p>(3) be safer for pedestrians crossing Harewood Rd (safer than status quo, potentially safer than Option 2)</p> <p>(4) be compatible with the future Wheels to Wings cycleway</p> <p>(5) address the key concern raised in the Harewood Road Corridor Study - high vehicle speeds on Harewood Road due to the road having double the vehicle capacity than what is required.</p> <p>(6) retain the option to implement traffic lights or the median barrier &amp; left in/out configuration at Harewood/Gardiners/Breens, should such options still need to be considered following the one-laning of the road.</p>
25321	Nicola	Bargh		2	1	3	<p>We have had a number of near misses at this intersection &amp; it definitely needs improving.</p> <p>We are concerned about the ability to get out of Trafford St &amp; Nunweek Boulevard at peak times. It is already difficult in the mornings with the amount of traffic that comes down Crofton Road. We believe traffic lights at the Breens/Gardiners/Harewood intersection would help as it would create gaps in the traffic.</p> <p>Traffic lights may also push more traffic on to Gardiners Rd rather than the current flow down Croftons Rd.</p>
25318	Rob	Kay		2	1	3	
25317	Jennifer	Kay		2	1	3	
25316	Edelwina (Edy)	Eichholtz		1	3	3	<p>Edy is a 91y.o who needed assistance to complete this online submission. The views are her own.</p> <p>Need a pedestrian/cycling crossing on Gardiners Rd</p> <p>Single phase straight pedestrian/cycling crossing on Harewood Rd.</p>

**SUBMISSIONS RECEIVED ON HAREWOOD ROAD, GARDINERS ROAD, BREENS ROAD INTERSECTION**

June 2019

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25315	Karen	Koed		1	3	3	<p>Karen Koed is partially sighted and needed assistance to complete this online submission. The views expressed are her own. She doesn't use an email address.</p> <p>1/ Doing nothing is not an option</p> <p>2/ Option 2 with traffic lights doesn't solve the safety issues for cyclists and pedestrians, and continues a car focused approach.</p> <p>3/ Option 3 with concerns:</p> <p>A/ Need for a pedestrian/Cycle crossing on Gardiners Rd to allow access to the northern side shared path and the cycle/pedestrian crossing on Harewood Rd. Crossing should possibly be controlled with lights.</p> <p>B/ Harewood Rd pedestrian/cycling crossing should be a single phase straight crossing.</p> <p>C/ Something will need to be done to prevent vehicles from using the bus turning lane-intersection cameras?</p>
25311	Wendy	Merito	Ms	2	3	1	
25307	Gillian	Hodges		3	1	2	<p>We use this intersection daily my husband works at the Northwood Supa Centre and travels through there to work. Also we have an elderly mother living in Northwood who we visit regularly. Lights are required urgently, if no funding please leave intersection as it is, the left turning option with u turns would create mayhem.</p>
25306	Geoff	Carter		2	1	3	<p>Consultation on Harewood Rd, Gardiners Rd and Breens Rd intersection (the Intersection)</p> <p>Preferred option:</p> <p>Option 2 - traffic signals.</p> <p>If Option 2 (traffic signals) is not possible or would be unduly delayed due to a lack of funding, Option 1 is my second preference, albeit amended to allow right turns into Gardiners Road from Harewood Rd for all vehicles (not just buses).</p> <p>Comments:</p> <p>We live in Gardiners Road, and left turn onto Harewood Rd at the Intersection almost every day going to work or other destinations. I also right turn from Harewood Rd into Gardiners Road at the intersection almost every day when returning home. Having appeared at a number of Coronial inquests in relation to fatal uncontrolled intersection accidents, I also have some familiarity with intersection safety.</p> <p>I appreciate and acknowledge that by consulting on the options the Council appears to accept that the Intersection presents a significant risk to both vehicles and pedestrians. The volume of traffic southbound on Gardiners Rd has increased significantly as a consequence of the high-way bypass into Johns Road and residential development in the area. While fortunately a fatal accident has not yet occurred to my knowledge, on almost a weekly basis I witness 'near misses'.</p> <p>The dangers of vehicles attempting to cross the multiple lanes of the Intersection, or right turn from either Gardiners</p>

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							<p>Rd/Breens Rd into Harewood Rd, are self-evident. Both my wife and I will not cross the Intersection due to the accident risk. There is also a significant risk cause by straight through or right turning traffic blocking the vision of left turning traffic from Gardiners Rd. I have experienced this on many occasions, with left turning vehicles either holding up traffic while waiting for the blocking vehicle (usually a large ute, SUV or small truck) to move straight through or turn right at the Intersection, or playing Russian Roulette and turning left effectively blind.</p> <p>Due to the risk the Intersection presents, the local community has asked for traffic lights at the Intersection for many years. I support this important safety initiative and voted for a Councillor who also supported this. The Council is of course entitled to have a preferred option, and, to an extent, promote that view. The Council is consulting on the two options in a manner which appears to be materially weighted in favour of the Council's preferred left in/left out option (Option 1) over traffic signals (Option 2). This is exemplified by the description of the advantages and disadvantages for each option in the consultation paper, with the advantages of Option 1 highlighted in detail and, it appears, some disadvantages minimised or not mentioned, with the inverse applying in respect of Option 2.</p> <p>Option 1 - Left in, left out option</p> <p>As an every-day user turning left from Gardiners Road into Harewood Rd, this option is superficially appealing. Like Option 2, it will improve traffic and pedestrian safety. The primary advantage of Option 1 over Option 2 appears to be that it meets the Council's current funding availability, so can be done relatively quickly.</p> <p>However, some of the significant disadvantages of this option appear to have either been minimised or not mentioned:</p> <ul style="list-style-type: none"> <li>* Commuters crossing north or south or turning right across the intersection, including those dropping children at Breens Intermediate, will no longer have a direct route across the intersection from Gardiners Rd into Breens Rd or Harewood Rd, and vice versa.</li> <li>* While commuters will be able to turn left and undertake a left u-turn on Harewood Road, I expect this will cause a significant blockage in the right north heading lane of Harewood Road. This is already currently a problem as commuters try and avoid the danger of directly crossing Harewood Road, and will presumably increase by a significant factor if Option 1 is chosen. However, this is not identified as a disadvantage of Option 1 in the consultation paper.</li> <li>* Option 1 will inevitably result in an increase in southbound traffic past Cotswold School to right turn from Costwold Avenue into Harewood Rd and be detrimental for the already busy drop-off area, given that this co-incides with rush-hour. While the Council's modelling suggests that there would be no material increase in southbound traffic, this does not make any sense - under Option 1 the southbound traffic will need to turn into Harewood Road somewhere and Cotswold Ave is the obvious choice, given not every vehicle will left-turn on Gardiners and use the u-turn bay due to the danger of blocking the east-bound lane on Harewood Rd.</li> <li>* The modelling predicts a significant increase in northbound Cotswold Ave traffic in the evening. This is presumably due to Option 1 removing the present right turn from Harewood Rd into Gardiners Road, save for buses. The rationale for this restriction does not appear to be explained anywhere in the consultation paper and seems odd. The current right turn is only across two lanes of traffic and is not problematic. Removing the right turn will unreasonably impact the access to the north of residents of Gardiners Road, as well as significantly increase northbound traffic onto Cotswold Ave.</li> </ul>



**SUBMISSIONS RECEIVED ON HAREWOOD ROAD, GARDINERS ROAD, BREENS ROAD INTERSECTION**

June 2019

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							<p>Due to the disadvantages of Option 1, and for the reasons below, I prefer Option 2. However, if Option 1 is decided on by the Council, the Option should be amended to continue to allow the right turn from Harewood Rd onto Gardiners Rd for all vehicles, not just buses.</p> <p>Option 2 - Traffic signals</p> <p>The Gardiners Rd/Sawyer Arms intersection traffic lights demonstrate that signals at a busy intersection can work well. It is hard to understand why these traffic lights have been installed at a standard (albeit high risk) intersection, but not at the Intersection given its multiple lanes and obvious risk.</p> <p>The advantages of Option 2 are stated in the consultation paper in four short sentences. The primary advantage, which does not appear to be mentioned, will be the significant improvement in traffic safety at the intersection, while allowing traffic to cross the Intersection and reducing the current delays.</p> <p>The primary disadvantage of Option 2 appears to be that there is currently no funding for this option in the LTP, so installation of signals may be delayed. Given the community calls for traffic signals at the intersection over many years, this is hard to understand.</p> <p>As a result of the proven success of traffic signals at the Gardiners Rd/Sawyer Arms intersection, and the significant improvement in safety at the intersection, while still allowing traffic to cross the Intersection, I prefer Option 1. However, I am concerned about the delay referred in the consultation paper caused by the lack of available funding.</p>
25305	Glen	Koorey		1	2	3	A signalised crossing of Harewood Rd should be a single-stage crossing - you are only crossing one through-lane each way.
25303	donald	tappin		3	1	3	attended meeting council staff attempted to sway the residents and scare them with mis information also would not accept questions really disappointing
25302	Julie	T		3	1	3	URGENT TRAFFIC LIGHTS ONLY... We expect you to follow thru with this as a ratepayer you MUST do as you are told. Meetings were useless and one sided by the council BACK Aaron Kewon 100%. I expect to see them installed no later than October 1st 2019 with minimum disruption. !!!
25300	Barry and Jenny	Taylor		3	1	2	<p>* Crofton Road and other 'feeder roads' between Harewood and Sawyers Arms Roads will become 'rat runs' if Breens and Gardiners Roads are left in/left out only. This means traffic on these roads (which are too narrow and not designed for heavy traffic) at peak traffic times, will become heavily clogged and long queues will occur. Turning left from Crofton Rd into Harewood Road is already difficult when cars ahead are trying to turn right as it is too narrow for double queues.</p> <p>* The U turn slots are not designed for a line of traffic to build up to make the right hand turn to access either Breens or Gardiners Road. This will lead to nose-to-tail accidents particularly in peak times and will severely affect the flow of traffic.</p>
25298	Irene	Ross		3	1	2	This intersection needs lights, there are children who attend Breens Intermediate trying to cross in the morning and afternoon who are at serious risk. It is obvious that the current council members are doing everything they can to avoid spending money on this intersection. Think about the safety of the public first!

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25297	Ben	Ross		3	1	3	This "have your say" is total nonsense, there is no second option we have been basically told that the councils preferred option is the only option and if people dont agree it will be left as is. I find it interesting that the positives and negatives for each plan have been swayed towards the ccc preferred option. What a joke.
25294	dave	Johnson		2	1	3	
25293	Kay	Duffy		2	1	3	Traffic signals are the safest option for this intersection. Making a left hand turn would cause problems with a build up of traffic at the u-turn slots on Harewood Road if the first option was implemented. Also it is much safer for the many school children who cross Harewood Road to have traffic signals.
25292	rob	schaapveld		2	1	3	
25291	JAYNE	SCHAAPVELD		2	1	3	
25290	Jennifer	Chng		2	1	3	that is a dangerous intersection. you should have traffic lights to make driving safer and easier
25289	Haidee	Meni		3	1	3	I am rather shocked that this situation has taken so long to remotely come close to some sort of resolution. Many generations of school children now, have passed through this dreadful intersection and come home with the horror stories of near misses, many parents have travelled that route to drop off and pick up their children only to experience their own near miss or witness others, and still the arguing and excuses go on. Back and forth, come on council. I still remember how difficult it was to get a proper school crossing for Harewood School. We were just told that's a NO constantly. Then all of a sudden 40 kph flashing light signs were trialed in a 70 kph zone. A proper barrier arm crossing with real pedestrian painted lines installed and it seemed our children's lives were valued - amazing!!! But what a ridiculously long and frustrating exercise the whole thing was. Now the road has dropped the speed to 50 kph right through on Harewood road - great! However there will always be the idiots, the impatient people, the stressed people, those that are late for work, those that don't know the intersection well enough, those that make the bad driver choices that change lives forever that will use that intersection. That will never change. To leave the intersection as it is is madness and playing 'the wait until somebody is killed game.' To change it to option 1 is foolhardy, cheap and not really future proofing the area as a whole. Traffic lights are the only option that is the safest it can be for all the traffic movements and pedestrian/bike activity as a whole.
25287	Jenni	Hague		1	2	3	An unsafe crossing of 4 lanes of traffic from Breens. The start of Breens and Wairakei Roads would not cope with more people using this road/intersection if lights were installed. Price is a big factor and if it could be sorted out in the foreseeable future this would be a safety benefit. Trees would not be necessary as restricts visibility, also leaves falling is a problem, as well as the root systems and their maintenance.
25286	Katsue	Vesty		2	1	3	
25285	Scott	Vesty		2	1	3	Thank you for acting on this very dangerous intersection.  I have lived on nearby Crofton Road for 6 years. Daily, I turn left onto Harewood Road and then turn right into Breens Road several times throughout the day from morning to night. This is one of the easiest ways to navigate this intersection, but I could not possibly count the number of dangerous situations I have observed over those 6 years. The vast majority of incidents result from drivers attempting to cross Harewood Rd from Breens Rd into Gardiners Rd or vice versa or drivers turning right into Harewood Rd from either Breens or Gardiners Rds. It is an unbelievably dangerous area forcing drivers to attempt dangerous manoeuvres.  Option 1: Left in/left out with signalised pedestrian crossing:

**SUBMISSIONS RECEIVED ON HAREWOOD ROAD, GARDINERS ROAD, BREENS ROAD INTERSECTION**

June 2019

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							<p>This option would not have a big impact on me personally and I would be happier for this option to be implemented than no action taken at all. However, my concern with this option is that it would simply have the knock-on effect of increasing traffic significantly down Crofton Rd and/or Cotswold Ave (perhaps via Cullahill Street), especially during the peak hours and making them more dangerous than they already are, as most drivers coming from the North would attempt to turn right onto Harewood Rd. It is already very dangerous to turn right off Crofton Rd or Cotswold Ave onto Harewood Road.</p> <p>The Council seems adamant that this is the best option, but I have not yet spoken to anyone who lives in this area who agrees.</p> <p>Option 2: Traffic signals</p> <p>While I understand the difficulties involved (budget, future planning uncertainties, etc) this is my preferred choice of the available options.</p> <p>I would be curious to know why there is no roundabout option?! It would seem an easier and perhaps cheaper alternative to help improve the safety of this intersection?! I personally feel a series of roundabouts down Harewood Road would considerably help to improve the overall safety of this dangerous stretch of road. While the Harewood Rd, Gardiners Rd, Breens Rd intersection is definitely the most dangerous section of Harewood Rd, it is in fact all of Harewood Rd from Nunweek Park to Bishopdale Mall which can be treacherous at different times of the day (even turning right off Skyedale Drive or Wooldridge Rd onto Harewood Road etc).</p> <p>Thank you again. Please do whatever you can to improve the safety of this area for residents.</p>
25283	Joshua	Parker		3	1	2	<p>Traffic lights are the best seeing how busy the intersection is . Traffic lights at the other end at gardiners &amp; sawyers has made travel in any direction great through that intersection.</p> <p>Any delays that lights supposedly may cause are far outweighed by the ability to get through the intersection safely.</p> <p>Leaving for work at 7.45am i have found the traffic is more often backed up past our driveway quite often to fairford street. The lights would give that traffic the chance to move much better in any direction and lessen this backup down gardiners road.</p> <p>Any of the options sure does not need any more trees ... there are plenty of leaves already causing blockages and flooding on the roads when it rains.</p> <p>Having the left turn out and in then having to use the uturns to go in the opposite direction from either Gardiners road or Breens road will only create more likelihood of rear end accidents and frustrating drivers who get stuck behind the line or in the line waiting to turn .</p> <p>All this would do is shift the backed up traffic from the intersection to harewood road.</p> <p>It would be better to move the traffic through the intersection using lights in all directions.</p> <p>Using a cheaper option now will only cost more in the long run as it wont help and the cost of putting traffic lights in will go higher.</p>

**SUBMISSIONS RECEIVED ON HAREWOOD ROAD, GARDINERS ROAD, BREENS ROAD INTERSECTION**

June 2019

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25282	Martin & Greta	Carrell		3	1	3	<p>Putting lights in to this intersection is the only option we support. Doing nothing won't solve the problem and having the left in/out only option will introduce new problems that will significantly challenge safety for motorists, pedestrians and those living nearby. The left in/out option effectively creates a massive roundabout which we believe will impede the good flow of traffic overall.</p> <p>We offer the following additional comments with respect to this consultation and the suggested options;</p> <ol style="list-style-type: none"> <li>1. If at any stage you are using vehicle numbers v accidents as a measure of the severity of risk/safety, please don't as we avoid using the Breens/Gardiners intersection except when traveling west/east on Harewood Road so the measure of use/need will be skewed. We know of many other people who similarly avoid using the intersection even if it means driving extra distance to get to a required destination.</li> <li>2. Parts of Harewood Road (especially between Crofton Road and Leacroft St) are pretty busy and at times high risk zones now without creating likely bottlenecks which is our prediction if the Left in/out option is unwisely chosen.</li> </ol> <p>We already have situations now with traffic doing U-turns and causing build ups necessitating last minute lane changes so adding most of the traffic wanting to cross Harewood Road from Breens or Gardiners will exacerbate the problem.</p> <ol style="list-style-type: none"> <li>3. The area outside of the Copenhagen bakery already adds risk with high levels of street side parking added to the impacts of cars attempting to turn into or out of the bakery's small carpark. Add to this the bottle necked traffic arriving from a forced one laned section of roading plus u-turning traffic and ... it just isn't going to work smoothly.</li> <li>4. If the Left in/out option was to go ahead we predict this will have significant impact on our ability to exit Trafford especially turning right into Harewood Road as the promoted channeling of traffic down to one lane will serve to stretch out the line of traffic approaching Trafford Street and increase to variable speeds as two lanes become an option again. These days we can wait 4-5 mins to exit Trafford Street and the thought of lights at Breens/Gardiners would certainly benefit us by breaking the traffic more regularly.</li> <li>5. Lights Please.</li> </ol>
25280	Kathryn	Bruce		2	1	3	<p>I appreciate the cost if signals will be significantly higher than the left in And out option, however I believe encouraging people to take the smaller streets and doing u-turns on Harewood Road is a not encouraging safety. Taking a left turn then trying to get quickly into the right lane to take a u- turn will cause accidents.</p>

**SUBMISSIONS RECEIVED ON HAREWOOD ROAD, GARDINERS ROAD, BREENS ROAD INTERSECTION**

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25278	Vince	Eichholtz		1	3	3	<p>Preferred option: Option 1 with closed median barrier with the exception of buses, with the following reservations/considerations.</p> <p>Option 2 is rejected as not fit for purpose, and Option 3 is unacceptable- pedestrians being injured or killed on crossing (or anywhere generally) by vehicles not following basic road rules , IS UNACCEPTABLE.....MORE INTERSECTION CAMERAS NEEDED!</p> <p>BEING FORCED TO RANK 2 OPTIONS WHICH I CONSIDER ARE UNACCEPTABLE WILL RESULT IN A MISREPRESENTATION OF MY OPINIONS AND AFFECT THE STATISTICS ASSOCIATED WITH THIS SUBMISSION PROCESS....this needs to be taken into account when assessing the results. You need an Preference Option 4....Rejected.</p> <p>1/ Concern how cyclists travelling south on Gardiners Rd will access the shared cycle/Pedestrian Footpath to approach the proposed cycle/pedestrian crossing. They will need to negotiate vehicles coming from behind (at speed given it will be a left vehicle turn only), travel on the right hand side in their lane, and then avoid any vehicles turning Left INTO Gardiners Rd FROM Harewood Rd who will also been travelling quickly as they will have a 'free' left hand turn and minimal need to slow to make the turn.</p> <p>A separate pedestrian/cycling crossing needs to be created on GARDINERS RD, some distance back to allow pedestrians and cyclist, many will be SCHOOL CHILDREN, but might also be ELDERLY or HANDICAPPED, to cross Gardiners Rd safely, TO ACCESS THE NEW INFRASTRUCTURE- what are the planning engineers thinking...can they not see this MAJOR OMISSION....see MacKenzie Ave crossing on Heathcote Expressway Cycle Routine-no traffic lights required BUT good CLEAR SIGNAGE required.</p> <p>2/ The cycle/pedestrian Crossing should be single phase allowing all cyclist and pedestrians to cross in one phase....such as used at the MacKenzie Rd/Ensors Rd cyclelane crossing or Hagley Park/Unicycle crossing. Otherwise human nature dictates cyclists and pedestrians will get frustrated at the delays and cross anyway, negating the safety aspect....as happens at the Harper Ave and Helmores lane which, (despite being only single phase) also frustrates people crossing due to the slow response light crossing control.</p> <p>Cyclist can easily make the crossing in 1 phase- the level of traffic will not be too great- according to your own evaluation, and this the whole plan will fit in better with further proposed cycling infrastructure.</p> <p>The buildout on the southern (Breens) end of the pedestrian crossing will need to be BUILT as depicted in the draw plan , and the green painted cycle-lanes on Harewood road would also need to be INCLUDED. It will also help drivers to be more aware for cyclist/Pedestrians and moderate the sense of entitlement drivers have to road use-and yes I drive a car regularly!</p> <p>3/ The bus will only need to trigger the light-crossing for east bound traffic on Harewood but IF EITHER OF THE PEDESTRIAN/CYCLING CROSSING BUTTONS ARE TRIGGERED THE FULL CROSSING NEEDS TO BE ACTIVATED.</p> <p>What is to stop vehicles turning in the bus-lane?-yes the pedestrian crossing lights won't be triggered BUT they can still cross during in a gap in the traffic-----INTERSECTION CAMERAS!...AND WARNING SIGNAGE!</p>

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							<p>4/ Concern that there will be a queue of traffic waiting to turn in the U-turn lane and this then tailing back and blocking a lane-how to mitigate this.</p> <p>OVERALL CONCERN that there is continuing emphasis on the use of UNIQUE traffic management solutions with unique rules- this lack of standardisation tends to lead to overall confusion for ALL road users. Given the vulnerability of pedestrians and cyclists to damage from hard-shelled vehicles it is obvious who will suffer greatest physical and mental harm-PRIORITY of safety must be given to the MORE VULNERABLE road user, and more RESPONSIBILITY for that to the Hard-shelled VEHICLES.</p> <p>ALL ROAD USERS SHOULD OBEY THE ROAD RULES!!</p> <p>I would like SPEAKING RIGHTS</p>
25275	Peter	Gallagher		2	3	1	No to traffic lights due to cost and will most likely increase heavy traffic on our road
25274	Angela	Davies		2	3	1	Strongly oppose traffic lights as we think that will cause more traffic down our road, and more heavy traffic. Also it is a high cost.
25273	Graeme	Remington	RATE PAYER	3	1	3	Taking the traffic lights option, will alleviate the traffic flow down Crofton Road where the risk crossing Harewood is slightly less. It will also stop drivers turning left at Harewood (Because it's easier) from Gardeners or Greers, then doing a U-turn to get back across the intersection. This happens regularly on weekday mornings. The elderly also have issues at this intersection. It's a 'no brainer' long term, even at the extra cost.
25271	Marc	Alexander		3	1	3	
25268	Sara	Tear		3	1	2	
25267	Matt	Tear		3	1	2	Must be full traffic lights
25266	Ryan	Tear		3	1	2	Full traffic lights are essential at this intersection. If lights aren't installed you will get everyone doing U turns through the islands in Harewood Rd. Also traffic will increase down other smaller roads like Crofton Rd creating significant congestion at the Harewood Rd intersection with cars turning right.
25248	Michael	Stirling	Seriously Concerned Resident Limited	3	1	2	<p>1. Unfortunately, the use of both the CAS and KiwiRap Analysis Tools are flawed in this particular instance, the rankings should, in fact, be the other way round. The problem is, you're not actually comparing apples with apples. That is, the Harewood Road/Greers Road intersection is governed by traffic lights, hence much safer. In close to 20 years of daily use, I've never experienced any issues with the Harewood Road/Greers Road intersection, because drivers are conditioned to the red and the green of the traffic lights. Whereas the Harewood/Gardiners/Breens intersection is a complete nightmare. Honestly, you take your life into your own hands at times, as cars crossing from either Gardiners Road or Breens Road take calculated risks that often lead to near misses, if not accidents themselves. A massive number of these accidents are not reported, because Police don't always have the immediately available resources to attend, so often it's left to the affected parties to deal with it through their respective insurance companies. Seeing is believing, I hereby challenge you to come and observe the intersection and you'll soon be shaking your head and changing your views. Traffic lights make so much sense.</p> <p>2. Option One isn't workable. The U-turn slots are simply not wide enough for most vehicles, so you end up with the situation whereby if you're travelling either east or west along Harewood Road, you virtually get stopped in your steps, often braking heavily as vehicles either poke their nose or tail out, or worse case inch back into the line of traffic, causing more near misses or accidents. The issue is exacerbated by the fact the most popular bakery in Christchurch, i.e. 'Copenhagen', is situated 100m down Harewood Road, opposite one of the U-turns. The traffic grinds to a halt as drivers</p>

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							<p>get stuck in the right-hand lane (on both sides) or attempt to swap lanes at late notice to avoid hitting the nose or tail of vehicles using the U-turn slots.</p> <p>3. In summary, I urge you to seriously consider the installation of traffic lights at this intersection, before someone is killed and you end up with blood on your hands. Think about the safety of the children who attend local schools and the elderly who have to cross this intersection on a daily basis to get to the local shopping centre and bus stops. Think about the local residents who have had a gutful of the idiotic drivers who make careless decisions, and think about the safety of the general public. It's quite simply the right thing to do, it's what the ratepayers want, and needs to be done, saving our sanity in the process. So, please, pretty please, I urge you to free up some funding within the 2018-28 Long Term Plan, in order to get this done. Traffic lights it is.</p> <p>Thank you for your time.</p>
25225	Marie	Gaskell		2	1	3	Please put traffic signals in before there is a fatality. Thank you
25214	Michelle	Meynell		3	1	3	<p>This intersection should have had traffic lights years ago! And, now it is just a absolute must! Since the earthquakes traffic has doubled on Harewood rd. HAREWOOD RD &amp; MEMORIAL RDS are now the two major rds to the airport, since waireki was made left in left out. Sawyers Arms rd is not a arterial rd to the public (only NZTA on paper). Thousands work in the airport grounds, with all the businesses developed in there since the earthquakes. A Bunnings store is now going up, which will bring a lot more traffic down Harewood rd. Then you have all the businesses in Sheffield Cres that the workers all travel down Harewood rd too. All our side rds are getting used to the max, now! Crofton rd, Woolridges rd as examples to avoid the intersection. If you put in lights it would ease the congestion on these rds. I don't believe you should have the bus turning right at the intersection. It should turn at Bishopdale roundabout and go down Highstead rd and left into Sawyers Arms rd. I are a longterm resident of Bishopdale and are disgusted how this lovely norwest area is being turned into a industrial shambles!!! NZTA have had a lot to do with this, with their upgrade of SH1. It should have gone behind the airport. And,the council should never have allowed the Green Belt to be built on. Lights are the only solution to this intersection. And, not 10yrs down the track!!! I would rather my rates go on this, than anything else.</p> <p>Totally disgusted resident.</p>
25209	Larry	Farrelly		3	1	2	perhaps council staff who live in area should have more say. most council staff are useless
25208	Dirk	De Lu	Spokes Canterbury	1	3	2	see attached submission
25205	Brent	Hutchinson		2	1	3	
25204	Judi	Hutchinson		2	1	3	
25202	Emma	Aitken		3	1	3	
25201	Megan	Flattery-Donohoe		2	1	3	It needs to be safer for pedestrians especially children.
25200	Casey	Smith		1	1	3	

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25199	Lorie	Nell		2	1	3	Traffic lights are by far the best solution, but they also need to have turning arrows that are properly utilised. I have one child at Harewood School and use this intersection multiple times daily. Next year I will have two children at Harewood School. As it is the intersection is unsafe. If you block it to left in left out only this restricts our daily use of the intersection for trips to school, preschool, supermarket, Library etc. If it is blocked off, this will add to people making u-turns around the median strip which is often unsafe and people make risky manoeuvres to try and beat oncoming traffic. I feel having traffic lights will be the best control of traffic and provide safe crossing opportunities for students walking. It will also allow traffic to flow through these roads that are equipped for more traffic as opposed to smaller surrounding streets that may suffer if the road is blocked off.
25198	Jen	Alexander		3	1	3	Traffic lights only sensible option. Use this intersection daily, so many close calls, impatient and careless drivers out there. Safety comes first.
25197	Ashlee	Marsden		3	1	2	
25196	Sally	McMorran		3	1	2	i Witnessed 1 car trying to u turn outside Copenhagen the other night and it caused 4 car to back up, unable to change lanes. Completely disorganised. Encouraging this behaviour will only make the intersection more dangerous for cars and pedestrians.
25194	Graeme	Falloon		3	1	2	See attached
25192	Angela	Wilson		2	1	3	
25191	Glenn	Wilson		2	1	3	
25188	Melissa	Van Dorp		2	1	3	This intersection is a major issue it sits between 4 schools with students risking there live try to cross in rush our. A lot of accidents occur at this intersection. My kids go to there nanas in Charnwood crescent before and after school I pick them up then have to drive backwards down to isleworth and back up Farrington ave to get to Highsted rd as I wouldn't be able to get across the 4 lanes at 4.30 in the afternoon, in fact even at 6pm its nearly impossible. I don't think option one is going too do much good forcing the traffic to only turn left then they have to try and do a u turn further down the Harewood rd. There is also the sun in the west to consider especially in the winter total sun strike when turning towards the airport probably one reason for so many accidents. I think lights are the best solution I drive down Harewood rd into Breens rd every morning the people that pass me when I'm doing the speed limit it's crazy I have even had to stop and let cars cross that have sneaked across from Gardner's rd when I am turning into Breens rd traffic lights would slow people down that forget they are no longer on the motorway, they would take the pressure off the Highsted ,Harewood, Farrington ave round about hopefully reducing the congestion on Farrington ave and they would allow people to cross the Breens, Harewood, Gardeners rd intersection in a safe manner. I also know all the buses that do school trips for Breens turn into Charnwood crescent and do the loop so they can turn and go back up Breens rd towards wairaki rd as the wouldn't stand a chance trying to cross at this intersection thanks for taking time to read my submission I do hope that the right choice is made and it's a decision made on common sense not how much it's going to cost. thanks
25187	Katrina	Hurford		2	1	3	The use of U-turn slots as suggested in Option 1, may cause congestion and a back up of cars in the lane adjacent to the slot. The slots currently barely fit a turning car. The times I have seen the U-turn slots being used, the turning car has been sticking out too far into the lane it is trying to leave or into the lane it is trying to enter, which results in traffic having to stop and wait for the car to complete the manoeuvre or change into the lane beside suddenly. If this behaviour increases, the accidents that are happening currently at the intersection will just be moved to other parts of the road due to driver impatience and silly manoeuvres to avoid cars trying to do a U-turn. Let's fix the problem properly - the first time. Put in the lights.



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25182	Bruce	Carey-Smith		1	3	2	We are a family with young children and have always struggled to cross Harewood Rd safely on our way to Bishopdale Park or the shopping centre. A controlled pedestrian crossing point at this junction would be a huge safety improvement for this area. However, we are also concerned about any increase in traffic flow down Gardiners Rd. Crossing Gardiners Rd out of Aintree PI has been made easier with the new traffic island, however the traffic flow down this road is already high at peak hours and we would not like to see this increase further.
25179	Kelly	McConnachie		1	2	3	
25176	Harrison	Farrow		2	1	3	
25173	Heather	Morrison		3	1	2	In the past 20 years the traffic has increased considerably on Harewood road and will continue to do so with the increased commercial activity at the Airport end eg. Bunnings, Service station & rental vehicles with perceived increase in tourists to name a few. This is contrary to your statistics saying there will be a decrease. Also note that the speed limit has been 50 right out to the Skydale t-intersection also for the past 23 plus years so speed is not the issue at this intersection. Traffic signals will also help vehicle access onto Harewood road from Trafford St, Nunweek Boulevard, Wooldridge and Stanley's Roads. The current u-turn slots on Harewood road are a bigger hazard especially by the Copenhagen bakery causing congestion and complete stopping of traffic in both lanes as people try to park or depart from the bakery. Rat running has been happening by many to try to avoid these problems especially down Crofton St and to say that the shortcut from the city's North along Johns road via Gardiners road would increase through traffic has been happening for as long as I have lived in the area so lights at the Harewood Breens/Gardiners road intersection would make it an even safer advantage. SAFETY should be the top priority not cost especially after throwing away rate payers money to the Cathedral rebuild against the majority vote.
25170	Katrina	Avery		2	1	3	
25169	Mark	Brooks		3	1	2	
25166	Craig & Ellie	Hussey		2	1	3	
25165	Mark	Tear		3	1	3	Option 2: Traffic Signals
25164	Dianne	Tear		3	1	3	I think this is the only option.
25163	Vivienne	Twose		3	1	2	The best option for this intersection is to have traffic lights with right arrows. To put in the other option will be far more dangerous by having traffic lights the intersection will be a lot more organised and controlled for safety of motorists, cyclists & pedestrians. This also will mean that motorists coming from Nunweek Park area & off the Bishopdale roundabout will be driving at a safer speed. The current layout is indicative of "lets have a race" to either end of Harewood Road. I use this intersection "a lot" & it is extremely dangerous. To have only a pedestrian crossing & left turning only is absolutely ridiculous and the thinking of a group of people "NOT" thinking.  "TRAFFIC LIGHTS PLEASE"  This intersection has needed traffic lights in excess of 20 years. Traffic lights, plantings, cycle lane, left & right turning, pedestrian crossing is by far the best option for all users.
25162	HL	Hagan		2	1	3	- Currently vehicles are using the U-turn areas and at peak times this can result in 2-4 cars trying to turn there thus forcing traffic either to quickly stop or go to one lane and causing problems.  - Cars from Breens trying to cross into Gardiners get

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25161	Jeanette	Taylor			1	2	<p>POINTS AGAINST OPTION 1</p> <ol style="list-style-type: none"> <li>1. People will still turn right using the bus only turn!</li> <li>2. When turning left into Gardiners Rd from the airport direction - this designates the lane as turning, the U-turn further down will bank up &amp; block the right lane so you will clog up the intersection.</li> <li>3. At present the u turn already struggles to cope with the number of cars trying to do u turns without the intersection being closed! How many cars either go across or turn right from Gardiners Rd in the morning between 7 &amp; 9am??</li> <li>4. The option 1 is just transferring the problems down the road!</li> <li>5. It is not a simple left turn onto Harewood from Gardiners as when traffic banks up to use the u turn, cars will not leave Gardiners, blocking those wanting to go straight through - What about a roundabout?</li> </ol>
25159	Lynne	Walker		3	1	3	<p>My preference is for traffic signals at this intersection. I feel the option 1 for left in/left out to have some flawed reasoning although I would agree that closing the whole intersection to crossing traffic through Breens/Gardiners Rd to be on the whole safer.</p> <p>My reasons for saying the argument is flawed for option 1 is the idea of people turning right through the Median strip is totally unacceptable. I have lived in this area for 50 years &amp; many people here avoid this intersection because of it's difficulty and lack of safety. To have many vehicles turning left from Gardiners Rd, crossing 2 traffic lines in order to turn right through the median strip &amp; back over two lines of busy traffic is totally ludicrous.</p> <p>The median strip is quite narrow &amp; the means to put three lanes across so that one can be a right turning one, is not viable. Therefore there will be a backup of right turning traffic into the second lane closest to the median strip which will necessitate long queues - this does not work safely without lights e.g. Northcote Rd/Main North Rd &amp; the two U-turn slot examples are a pain in the neck to users of these roads. I myself turn left &amp; go down to the Highsted Rd roundabout &amp; turn here. Option 1 still will not make crossing this road for pedestrians any safer either. It is very difficult for children &amp; the elderly to cross at present, &amp; this will not alter. I am familiar with the lit pedestrian crossing on Sawyers Arms Rd by the Papanui Club, which to me, creates a precedent for lights. Right turning bays through a median strip for traffic at busy times are a very unsafe option &amp; should be discouraged.</p>
25155	Lara	McMurray		3	1	2	<p>Against option 1 due to turning areas will not work, there will be tailbacks and risk of life with cars being rear ended. Also against option 1 due to the funnelling effect of high speed traffic.</p> <p>Fully supportive of option 2 - lights.</p>

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25154	Ivy	Kuang		2	1	3	We have been living in Breens road for 3 years, and we have been worried for 3 years every single time when we drive to the intersection of Breens and Harewood Rd. Not just myself but also my father as he helps me to take kids to school and drop them off every school days. On the 14th May, I got a phone call in the morning while i'm at work which I would never forget. I got told that my father had an accident at the intersection of Breens and Harewood Rd with my son. I rushed to the site with horrible feeling. Lucky that they were only minor injured, same as another driver. However, my son told me that "I am scared to go to Breens Rd!" afterward. Our home is in Breens Rd, we need to go in and out here every day! and SAFE! Obviously, if the intersection remain the same or with signalised pedestrain crossing would NOT change our scary and worries. Because we are driving cars, parents are taking children to schools in their cars. TRAFFIC LIGHTS ARE THE ONLY ONE AND EFFECTIVE ONE SOLUTION FOR BREENS AND HAREWOOD!!!
25150	S E	Munro		1	2	3	Something definitely needs to be done about this intersection. The volume of traffic has hugely increased at this intersection, since the opening of the Western Bypass motorway. I have observed many near misses of vehicles at this intersection. It is currently extremely difficult if turning left, and vehicles are wanting to go straight ahead or turn right, to be able to see if It is safe to turn left. Thank you for considering this submission.
25138	Barbara	Falloon		3	1	3	Children aged 12 and younger have to cross 4 lanes of traffic at busy times of the day. We need to value our children. Also more children would be safe walking to school instead of parents having to drive them to school. We lived in Harwood and our children attended Breens School so am aware how unsafe the intersection is. The council are concerned about the cost of installing lights but they were happy putting lights at the Papanui Club. St Andrews college etc. Children should be treasured.
25132	Jane	Pickrill		2	1	3	
25131	Catherine	Elliot	Lincoln University	1	3	3	<p>Thank you for the opportunity to comment on the Harewood Road, Gardiners Road, Breens Road Intersection.</p> <p>Spokes Canterbury supports option 1. Option 2 is incompatible with Council's efforts to encourage multi modal transport, interested but concerned cyclists and climate change goals.</p> <p>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.</p> <p>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.</p> <p>Option One: Signalised Pedestrian/Cyclist Crossing</p> <p>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.</p> <p>Please retain a central refugee space for slower pedestrians and parents with small children and prams.</p> <p>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.</p>

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							<p>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.</p> <p>Option Two: Traffic Signals</p> <p>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.</p> <p>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.</p> <p>Some other alternatives are:</p> <ul style="list-style-type: none"> <li>* Enforce the speed limit more strictly - cars are routinely traveling closer to 70km in a 50km zone</li> <li>* Reduce the lanes from two to one on Harewood Road.</li> </ul>
25130	Audrey	Jackson		3	2	1	<p>A major flaw in the reasoning for left in left out option is the suggestion that traffic could use U-turn slots, as there is already a queue of up to four vehicles at these turns (I experienced a queue of three waiting for the car on the slot to find a break in the constant stream of traffic (this was around 4.30). This is particularly dangerous as traffic using the right lane for a turn further ahead eg Crofton Road, have to stop or try and filter into the left lane.</p> <p>I live in Crofton Road and getting out of Crofton Road is not easy particularly for cars turning right. It is also a problem for cars turning left towards Bishopdale, as right-turning cars often do not leave sufficient room for cars to access the turn, and so they too have to join the queue. With more people using Crofton Road this will only get worse. I personally avoid this by taking the longer route via Sawyers Arms Road at busy times.</p> <p>It seems a waste of time and money with the proposed cycleway still not finalised, so why not wait and work out the best design for safety and traffic flow.</p>
25129	Warren	Dickson		2	1	3	
25128	Sarah	Dunning		1	2	3	
25127	Steven	Blakeley		3	1	3	
25126	Karena	Blakeley		3	1	3	
25125	Shania	Trimby		3	1	3	
25124	Josh	King		3	1	3	
25123	Andrew	Blakeley		3	1	3	
25122	Mali	Hetariki		3	1	3	
25121	Tatiana	Naylor		3	1	3	This is greatly needed to allow traffic flow while minimising risk
25119	Martin	Hooper		3	2	1	

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25118	Wendy	Hooper		2	1	3	
25116	Helen	Shand		2	1	3	
25114	Cathy	Mcmillan		3	2	1	
25113	Chris	Bristol		3	1	2	
25112	Brian	Ford		3	1	3	My clear preferred option is "Option 2", however I note with some amazement the high cost on 'Option 2' and while I wonder why I would suggest to achieve Option 2 it be done in two steps so something can be done about this awful intersection with some Urgency, like now. What I propose is that part of Option 1 be adopted immediately but the lanes/ground configuration as in Option 2 be retained in Option 1 and that funds in turn be allocated in the agreed next years plan so as to finish this awful intersection ASAP. I might add something needs to be done with up most urgency especially for a light controlled pedestrian crossing, traffic turning right out of Gardiners into Harewood and the frustrations of drivers in Breens & Gardiners Roads who want to cross Harewood. Personally I don't agree with the crash assessment for this intersection, to me as someone who travels through it most days and also uses Harewood constantly its the worst intersection on Harewood I firmly believe this intersection is a death trap and Option 1 wont fully fix that but it would be a start in a two stage approach or do Option 2 NOW.
25109	Shane	Vivian		1	3	2	Safest and most economical option. Impact of lights will be much more disruptive, which will continue to grow as the road gets busier over time.
25103	Wendy	Shannahan		2	3	1	It is such a dangerous intersection. Many drivers lack patience and then make risky decisions like crossing to half way then nudging into traffic flow.  I avoid this intersection and deliberately drive another route to avoid the danger.  Very risky for pedestrians, and many pedestrians are school/intermediate age students.
25094	David	Chilvers		3	1	2	As often is the case, this is a "lesser of several evils" situation. I favour option 2 because:  1. It retains the options of turning left, right or straight ahead wherever you are coming from or going to i.e. no constraints and therefore no need to ever do a dangerous "u" turn in any circumstance.  2. I would rather "leave this intersection as is" rather than have the, in my opinion down right dangerous option 1
25093	Brian	Bevin		3	1	3	I am in favour of traffic lights on this intersection. It is the safest and fairest method of control. Presently the traffic is very fast. Vehicles turning right form Gardiners Road blocking view along Harewood Road for left turning traffic. I turning left from Gardiners Road, then u turn back along Harewood road, cars block right lane when more than one car waiting to turn. Causes cars travelling along Harewood Road to verr left into left lane in front of other cars. That's why I am against the preferred option. Gardiners Road very busy now. By closing centre of Harewood to straight through & right turning traffic from Gardiners road that will cause extreme frustrations when traffic builds up behind u turning vehicles. I have seen 3 cars waiting to u turn on many occasions. Cars switching from right lane into left lane in front of following cars in left lane. Seen several near misses taking place. With lights, pedestrians will feel safer crossing over Harewood. Especially school children whom at present have to run across between gaps in vehicles (Not a safe option) Gardiners road presently a rat run off the motorway. Making a buildup waiting to turn or straight through.

**SUBMISSIONS RECEIVED ON HAREWOOD ROAD, GARDINERS ROAD, BREENS ROAD INTERSECTION**

June 2019

ID	First name	Last name	Name of organisation (if applicable)	Option 1: Left in/left out with signalised pedestrian crossing	Option 2: Traffic signals	Leave intersection as is	Comments - Please provide any feedback
25092	Merilyn	Henderson		2	1	3	I believe it is ludicrous to think about anything other than traffic lights over this busy 4 lane road. I usually turn from Breens Rd left and then do a u turn around the traffic island. It is becoming more difficult to do this, to get into the right lane due to increasing traffic. Sometimes there is a backup for this, blocking up the lane, on Harewood Road. Traffic lights are the only sensible option.
25090	B	Paine		2	3	1	I would like to see lanes marked with arrows at the Gardiners & Breens stop signs, as at the current time cars are making one lane to turn right, and one to go across into Gardiners/Breens Rds. This then leaves cars wishing to turn left stuck behind cars trying to get across Harweood Rd. I do not want to see lights installed as this would mean yellow lines outside our house with no street parking available for us on Gardiners Road
25089	Janet	Orchard		3	1	1	
25088	Christina Fay	Williams		3	1	3	
25086	Amanda	Swinney		2	1	3	I am willing to wait for what I perceive as the safest option, as a pedestrian and also after discussing this with my partner and flatmate, who both drive and use this intersection frequently as we live nearby. In my life experience, people are SLOW to adjust to changes - or even to remember that they have happened. This strongly applies to drivers in a very dangerous context. I have seen dangerous situations arise when road rules or traffic lanes have been altered and drivers continue to respond to implicit or muscle memory and forget about the changes! Lights cut through all of this fuss and make it obvious that the direction of traffic is non-negotiable. In my opinion, Option 1 is a "quick fix" which would eventually be superseded by Option 2 over time anyway, as the population of Christchurch will naturally expand and will require stricter and more obvious traffic negotiations. This intersection is near many schools as well, and for the safety of the children who attend these schools, I feel that traffic lights are a safer option. Stop stuffing around with quick fixes and think about what Christchurch will need in 20 years time - this lack of focus on the future has always, in my opinion, been a hindrance on Christchurch's user-friendliness. Why spend money now just to spend more later? Do it right.
25085	Annette	Roffey		3	1	2	Lived here for years I'm often surprised I dont hear/see more accidents cos people seem to have no idea how to cross the intersection and will creep over to the "middle" ....
25084	Robyn	Draper	N/A	1	2	3	
25082	Terry	Lewington		3	1	2	Option 2 is the simplest and most effective solution.
25081	Stewart & Catherine	Shadbolt		3	1	3	<p>Harewood Road, Gardiners Road, Breens Road Intersection</p> <p>I attended the meeting at the Bishopdale Community Centre on Thursday 23 May and was bitterly disappointed at the overall process of the running of the meeting. I expected, and hoped, to hear discussion involving the assembled residents' views on the Council's proposals to assist me to draw a valid conclusion on the way forward for this intersection. This was not permitted to occur, leaving me and, clearly a large number of others, frustrated at the process.</p> <p>I was similarly disappointed when talking to individual members of the project team after the Council presentation, none of whom took any notes relevant to any ideas or criticisms that were made, therefore, reinforcing the fact that the Council has already made its mind up as to what should happen to the intersection. In my view, this is not constructive consultation with the residents.</p> <p>Traffic lights are the only realistic solution for this intersection. Traffic lights have totally solved the major problems at the intersection of Sawyers Arms Road and Gardiners Road, which was one of Christchurch's most dangerous intersections. We have lived in this area for nearly 20 years and regularly use the Harewood/Gardiners/Breens intersection. For the Council to consider the idea of left turns only from Gardiners Road and Breens Road and then doing a U-turn 160m down</p>

**SUBMISSIONS RECEIVED ON HAREWOOD ROAD, GARDINERS ROAD, BREENS ROAD INTERSECTION**

June 2019

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							<p>Harewood Road followed by the appropriate left turn is absolutely ludicrous. One of these U-turns is right outside the Copenhagen Bakery which is a very dangerous situation with customers parking on both sides of Harewood Road. This option also has only one set of pedestrian lights for Harewood Road, these are on the west side. This means that any pedestrians crossing Harewood Road on the east side have the same problem as at present, i.e. nothing has changed. Another problem that will arise is how will trucks complete these planned U-turns without blocking the road and holding up other traffic.</p> <p>Have any councillors or traffic planners along with representatives from NZ Police actually observed this intersection at peak traffic times and thought through the implications of this 'hair-brained' design which is the preferred option of the Council. This is an essential process in order that the best outcome can be made for this intersection.</p> <p>As aside that will also occur with the proposed preferred Council plan is that some vehicles will use side streets as short cuts to avoid this intersection. This will have totally un-thought of consequences for these streets and their intersections. The two most likely routes (on the northern side of Harewood Road) would be by using Cotswold Avenue, which has a primary school and kindergarten and Crofton Road, which is a narrow road and currently causes problems for two-way traffic when vehicles are parked on both sides of the road. Turning right from Crofton Road into Sawyers Arms Road is a difficult intersection due to the sloping 'T' and even now vehicles turn right into Cullahill Street to avoid this intersection. From Cullahill Street vehicles make a left turn into Gardiners Road and then a right turn into Sawyers Arms Road at the traffic lights.</p> <p>It is hard to comprehend how the Council can suggest it has insufficient funds for traffic lights on this busy intersection yet it can find the finances for pedestrian lights such as in Sawyers Arms Road opposite the Papanui Club, in Papanui Road outside St Andrews College, in Peer Street outside Villa Maria College, in Waimairi Road near Dovedale Ave and also the large number of traffic lights associated directly with cycle ways, in particular the latest cycle way (Southern Express) having 17 sets of traffic lights. As was suggested at the meeting, all avenues of funding should immediately be pursued and locked in place for traffic lights.</p> <p>Traffic lights are the only solution for this intersection and if this is not possible at present, the intersection should be left as is until such time as the Long Term Plan can finance traffic lights.</p>

**SUBMISSIONS RECEIVED ON HAREWOOD ROAD, GARDINERS ROAD, BREENS ROAD INTERSECTION**

June 2019

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25080	Bruce Robert & Elizabeth McCormick	None		3	1	3	<p>We have lived at this address coming up to 49 years in October.</p> <p>During this time we have seen massive changes in traffic flow in the area due to more housing and industry.</p> <p>We strongly recommend the installation of TRAFFIC LIGHTS at this intersection.</p> <p>Over the years we have seen some very bad accidents but fortunately no fatalities. We are aware no matter what there still will be accidents.</p> <p>We cannot understand why anybody would consider blocking turns on a main road to an International Airport. Harewood road was the main road to the airport before Memorial Avenue.</p> <p>We have observed people doing U turns where you are suggesting and this idea under consideration will create havoc. We know that persons are using alternative roadways to get away from this corner as it operates at present.</p> <p>This is putting more traffic past Cotswold school in Cotswold Avenue and down narrow Crofton Road.</p> <p>We have attended the 1st meeting to discuss this and were not happy along with many others the way it was run.</p> <p>The meeting called by Mr Aaron Keown was also attended by us and found to be a lot better format.</p> <p>Once again we strongly recommend TRAFFIC LIGHTS at this intersection.</p>
25079	Marian & Denis	Powell		3	1	3	<p>Harewood Road, Gardiners Road, Breens Road Intersection</p> <p>DATE: 4th June 2019</p> <p>To say "The Junction was not earmarked for an upgrade as there has not been any major injuries or deaths there".</p> <p>(The Press 1 Feb 2017)</p> <p>Sad and Shocking Statement: to say the least -and I hope that is not the only criteria in deciding whether lights be installed at any Intersection in Christchurch-let alone the Harewood Intersection</p> <p>We support Option 2 -Traffic lights and pedestrian lights to be installed at this intersection for these reasons</p> <ul style="list-style-type: none"> <li>* Option 2 gives clear directions and decision at this intersection</li> <li>* It's a plain and simple plan -compared to Option 1</li> <li>* Everyone knows what to do at Traffic lights</li> </ul>



**SUBMISSIONS RECEIVED ON HAREWOOD ROAD, GARDINERS ROAD, BREENS ROAD INTERSECTION**

June 2019

ID	First name	Last name	Name of organisation (if applicable)	Option 1: Left in/left out with signalised pedestrian crossing	Option 2: Traffic signals	Leave intersection as is	Comments - Please provide any feedback
							<p>* Breen's and Gardiners road traffic will know exactly what to do when they approach Harewood Rd because of lights</p> <p>* That the 1,669 signatures in 2017 and comments at meetings -shows the hard evidence that option 2 is the Community's preferred option</p> <p>* Lights would help all traffic, pedestrians, school pupils, cyclists -cross safely over all Lanes</p> <p>* Would eliminate the traffic congestions on other roads which causes -false readings and statistics</p> <p>* This would stop traffic carrying out Uees</p> <p>* The cheapest option not always the best option???</p> <p>Believe percentages and statistics do not give accurate readings</p> <p>* Traffic avoid this intersection in question and turn left on to other roads -to get on to Harewood Road or the direction they wish to go -therefore are not counted in these percentages and statistics</p> <p>Other comments</p> <p>* The volume count of traffic is hypothetical as traffic will travel in the way they wish to travel for many reasons -road closures, Job changes, Accommodation changes, these decisions change all the time</p> <p>* Concerns of how traffic decisions are measured today and is it -Lights against Life or is it Life against Lights or is the criteria that is being used today, out of Date</p> <p>In Conclusion</p> <p>Accidents costs the country millions of \$\$\$ ---to repair the Human body ---Hospital stays --ACC --and Insurance to name a few major costs and it is councils job to provide safe roads in our city - and ask that this council - Give serious consideration for the installation of traffic lights at this intersection Lets do it Once -Traffic lights are plain and simple for the future</p> <p>PS: Comment from a traffic engineer (not CCCouncil) 'They judge Lights at Intersections on Accidents and near misses - but never take in to account the traffic that is avoiding the Intersection'</p>
25078	Robin	Archer		2	1	3	
25077	Liz	De Lautour		1	2	3	

**SUBMISSIONS RECEIVED ON HAREWOOD ROAD, GARDINERS ROAD, BREENS ROAD INTERSECTION**

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25074	Jeanette and Kevin	Perry		3	1	2	<p>Reason for preference for Option 2</p> <ul style="list-style-type: none"> <li>* This is a common controlled intersection typical to what people are used to. Familiar, so easier to navigate.</li> <li>* Greater traffic flow - less congestion.</li> <li>* Having traffic signals which will stop the flow along Harewood Road at regular intervals means those wanting to exit other intersections onto Harewood Road have the opportunity to negotiate it more easily - gives a gap in the traffic.</li> <li>* Right hand turns out of other intersections onto Harewood Road are impossible at certain times and long commutes with only making left hand turns and going back to the roundabout to be able to do this will be eliminated. Using the traffic lights on this intersection means it will be able to be used to safely make those right hand turns at busy times.</li> <li>* Pedestrian crossings on all corners make pedestrian crossing easier.</li> </ul> <p>Concerns regarding Option 1</p> <ul style="list-style-type: none"> <li>* Option 1 is confusing, overly complex and messy. Are there any other intersections like this anywhere else in Christchurch?</li> <li>* Option 1 having a bus turning lane will be used by cars sneaking through. It would be naive to think this won't happen! This will be extremely dangerous as traffic travelling south won't be expecting cars from what doesn't appear to be an intersection.</li> <li>* Option 1 will force traffic to use other streets to avoid Breens Rd/Gardiners Road, so these streets will become busier meaning those who live in that area will have their access on to these streets made more difficult than it already is. Living close to the back entrance to Cotswold School we already experience difficulty especially when pupils are being taken to/collected from school by car.</li> <li>* With the 'U' turn slots in Option 1 even if the lanes are made into an extra partial lane these will only be short and will lead to queues waiting to turn into or across 2 lanes on the other side, and these queues will intrude into the straight through lane blocking this traffic. This is seen in other right turning lanes at intersections in the city where the lane isn't long enough to accommodate all the cars wanting to turn. Straight through traffic then becomes trapped and drivers become frustrated and try to move into the other lane going straight through. This is dangerous as vision can be obscured making it difficult to see other straight through traffic.</li> <li>* If the turning bus triggers the pedestrian lights to activate each time, even if there is no-one waiting to cross, this creates extra stoppages to traffic flow.</li> <li>* As traffic travels north along Harewood Road the road appears to narrow in Option 1 and go down to one lane at the pedestrian crossing. This will cause another bottleneck especially if the traffic wanting to make a 'U' turn has built up.</li> <li>* Traffic turning left out of Gardiners Road wanting ultimately to make a right hand turn at the 'U' turn slot will need to make very quick lane changes into the right hand lane to be able to do this.</li> </ul>

**SUBMISSIONS RECEIVED ON HAREWOOD ROAD, GARDINERS ROAD, BREENS ROAD INTERSECTION**

June 2019

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							<p>* The pedestrian lights are very close to the corner on the north bound side. Does this give traffic enough time to stop at the lights?</p> <p>Breens Intermediate has been open since 3rd Feb 1976, more than 43 years, and in this time children have been crossing this dangerous intersection endangering their lives, especially as traffic volumes have increased. This intersection has needed safety measures for a very long time &amp; using 'lack of funding' as an excuse to not remediate it is indefensible. Recently the Council found \$4million to prop up the Adventure Park - a private venture. This money would have been more wisely spent on safety for our children. Do we need a fatality to happen before a permanent solution, which does not create other hazards &amp; inconvenience to right turning traffic, is implemented?</p>
25069	Brad	Nolan		2	1	3	Super dangerous needs lights
25068	Pariya	Behnami		1	3	2	
25067	sandra	Brown		3	1	2	<p>I am flabbergasted at how the option of traffic lights is even questionable! You put a turn left lane in and left out - the cars that need to turn right (I am one of them), will just go to the next turning bay. This will cause an even worse traffic build up. It is so frustrating getting in and out of Gardiners and Breens rds, especially at peak times. I have taken risks myself. I shouldn't have, but I sat at the jolly Gardiners / Harewood Rd intersection for 8 1/2 minutes on Thursday. Option 3 is out of the question - Something HAS to be done. Lets make a decision and let's make the safest decision right from the start. Traffic Lights please. There is no price on Life.</p>
25065	Tania	Campen		2	1	3	Traffic lights are the only sensible option here, I lived here a number of years (Old wood St and Cam Place) and use this intersection regularly
25060	john	noordanus		2	1	3	I use this intersection frequently from Breens to gardiners. Lights are the only option I would consider. This intersection is not different from other such wide intersections and needs to be addressed. It has been discussed since 2012 and not given any funding. This survey has attempted to make it an option with more disadvantages than advantages but I disagree. It is a no brainer.
25059	Margaret	Wright		2	1	3	My grandchildren have to cross this road from Gardiners to Breens for school and I am terrified they will be hit by a car.
25055	Jacqui	Lee		2	1	3	As a cyclist I'd preferred a controlled intersection with traffic lights. I've had numerous near misses with cars trying to cross the four lanes of Harewood Road. Currently many cars will turn left onto Harewood Road and then pull a u-turn (as suggested in option 1) which also creates a hazardous situation for cyclists.
25054	Terry	Nieuwenhuize		3	1	3	
25053	Adrienne	Ackermann	Dr	3	1	2	
25043	Don	Hutton		2	3	1	<p>I have lived in the area for 42 years and never had a problem at the intersection and never saw or heard of any reported accidents there. There are other more pressing needs such as a complete revamp of the Greers Rd / Sawyers Arms Rs / Northcote Rd intersection.</p> <p>There are more pressing traffic safety needs in the general area e.g. Sawyers Arms / Greers / Northcote Rd intersection (lights), Sawyers Arms / Highsted Rd (replace roundabout with lights), Sawyers Arms Rd surface upgrade (railway crossing to Main North Road). The Gardiners / Breens / Harewood proposal is a politicised issue of one unsatisfactory councillor versus the CCC and is quite low priority so should be shelved.</p>
25041	Joy and Murray	Trimmer		1	3	3	This appears to be the safest option to get pedestrians and cyclists across the roads with the minimum of disruption to the traffic flow. Also option 1 can happen a lot sooner than option 2 and the safety of our children must be a priority.

**SUBMISSIONS RECEIVED ON HAREWOOD ROAD, GARDINERS ROAD, BREENS ROAD INTERSECTION**

June 2019

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25040	Ross	Wallace		2	1	3	
25035	Donald	Mee	n/a	3	1	3	Harewood Road and the Breens/Gardiner routes became more important after the closure of Wairakei Road on to a Johns Road round-about. The Breens/Gardiner route also carries a lot of traffic (including heavy vehicles) from the north-west towards Styx Mill transfer station and Northwood. Option 1 appears as a half-hearted solution to the present situation. If a cycleway towards the Airport is a major consideration in justifying Option 1, perhaps that facility could better be situated on Wairakei Road or on Memorial Avenue.
25034	Mary	Wamley		3	1	3	Very dangerous intersection. I live in the block of this intersection but always avoid it!! like many of us that live near. The cut thru in front Copenhagen has had 4 accidents in last 8 weeks, all avoiding to cross Breen/Gardiner. Why did Sawyers Arms Road inform of Papanui club get lights. Not even a intersection CRAZY.
25033	dave	Ching		3	1	3	Teenage children in our household use this daily x 2. I myself use this daily too and from work form our address. Traffic lights is all in the interest of motorist / pedestrian and cyclists safety. TRAFFIC LIGHT THE ONLY OPTION
25032	Leon	Steenberg	I live in the area and attend Bisholpdale SDA church - so often have to cross Harewood rd as church is in Breens Road. Many church attendees have the same problem	3	1	2	<p>Option 1 - causes more traffic chaos like with many areas in ChCh like no right turn into Moorehouse ave coming from the Port Hills. No right turn into a 8 lane feeder road???- causing major headaches for motorists and more congestion as alternatives increase distance traveled.</p> <p>At the Harewood/Gardiners intersection accidents are not the issue but crossing and turning into Harewood road often takes very long and not only at peak times. I almost never see people crossing Harewood road at this intersection. I use the intersection about 20-25 times per week at different times. If a cycle lane please be sensible - do not make traffic worse - common sense. I also cycle at times.</p> <p>Please improve our traffic flow - do not make it more difficult. Rather do nothing than 1 - please!!!</p> <p>Thanks for considering improvements to our roads.</p>
25031	Jacquie	Ching		3	1	3	<p>My young teenagers / adults use this intersection daily, going too and from school and sporting commitments. There are a lot of bike riders / pedestrians also using this intersection at any hour during the day and night. With increase in high vehicles i.e. SUV this intersection is very blocked for vision when crossing therefore putting people at risk. With 8 roads or entries to the intersection why would you not put lights!. Less busy and congested intersections within CHCH have lights so why not! If not lights and given left in / out this would make other roads (one with a school on) an increase in traffic flow, therefore endangering people on these.</p> <p>This intersection was pre Northwood being fully developed so needs updating to seriously reflect the safety for traffic that it carries.</p> <p>LIGHTS IS ONLY OPTION!!!</p>
25029	E	Todd		3	1	2	Traffic signals for all the stated advantages, accidents will happen anywhere
25027	Marie	Andrews		2	1	3	I feel Harewood Road and Breens Road intersection should have had lights long before Gardiners - Sawyers Arms Rd intersection.

**SUBMISSIONS RECEIVED ON HAREWOOD ROAD, GARDINERS ROAD, BREENS ROAD INTERSECTION**

June 2019

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25026	Bryan	Gerrard		3	1	3	<p>Option 2: Traffic Signals - THE ONLY SOLUTION</p> <p>When I received the "Have your say" brochure in the mail and I read the Council's preferred option I nearly fell over laughing. It is the most non though through DISASTER I have ever seen. Totally confusing, queue making, road narrowing, u turn making, dangerous and a total waste of ratepayers money. It would never work and within 24 months would be scrapped - where it belongs. I am a businessman and if there is one thing I have learned about situations it is this KISS - Keep it simple stupid! Don't waste money on temporary fixes - Bite the bullet - Put in traffic lights - we all know how they work - PROBLEM SOLVED.</p>
25024	Peter	Andrews		2	1	3	<p>Please base any decisions on human lives as opposed to economics. Logic and common sense would say that lights are the only safe option.</p> <p>Obviously if upgrade of intersection (something has to be done for safety reasons) is to be based on economics, option 1 would be a no brainer. However option 2 has all the logic and common sense going for it. The analysis tools used are necessary and need to be implemented but there are always going to be extenuating circumstances that need to be taken into account. This intersection is particularly dangerous for pedestrians but also for vehicles at times. I believe it is good luck more than anything else that we have not recorded a death at this intersection. If this did happen obviously the analysis tolls would rate this intersection higher in terms of improvement. Should we wait for a death!?!??</p>
25022	Chonay	Makitane	Pydt	3	1	3	Lights will be safest for the school children
25021	R A	Davidson		3	1	3	<p>Option 1 - Too complex - no road bumps please!! - no cycle crossing - cyclists to get off &amp; walk across on pedestrian crossing. - if there must absolutely must be road bumps to comply with current fashion - why does Gardiners Road have one and Breens Road two.</p> <p>Option 2 (and 1)</p> <p>A - The features depicted in the "key" descriptions are either not located on the drawing, are not identifiable because of faulty colouring or missing from both drawings. How is it possible for ratepayers when replying to your correct or even generally correct answer, taking into account the very poor draughting performance on your part?? were the "option" documents checked for accuracy before being sent out??</p> <p>B - Option 2 appears to be the best / simplest / safest layout for the intersection</p> <p>C - The brochure was not delivered to letter boxes until after the "drop in" sessions took place.</p>

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June 2019

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25018	Brian Anthony	Le Fevre		3	2	1	<p>I have read letters to local papers and note 400 responses so far the proper management of traffic is important and Option 1 is not safe. Put a pedestrian crossing in if needed. Your right turning proposals in Harewood Road is ridiculous! Harewood Road is a race track for some due to insufficient policing. Install speed cameras ( like Sawyers Arms Rd has)</p> <p>Option 3 - see below</p> <ul style="list-style-type: none"> <li>- Presently option 3 as the intersection copes adequately I have lived 29 years at [REDACTED] Harewood Road before moving so I am knowledgeable of traffic in the district</li> <li>- If improvements are required in the future option 2 should be implemented</li> <li>- Option 1 is dangerous for Harewood Road traffic if Gardiners/Breens turn left then right at Harewood "U-turn slots" lane changes and poor signalling are common without an increase just because funds are currently available does not justify bad decisions. Traffic lights option 2 would work - we all know that the Council staff are unlikely to have detailed local knowledge. I have lived 21 years in Highsted Rd and 29 in Harewood Rd. All that timeframe using local roads. Council can "model" traffic patterns and future use but motorists seek out alternatives and use these - modeling will not predict this - In summary option 2 when justified - do not waste \$400k! - Many thanks for roading this</li> </ul>
25017	Debra	Bray		3	1	3	
25016	Paula	Baudet		2	1	3	<p>My concern with the left in/left out option is that the U turn bays will not be able to safely handle the increase in traffic. I use this intersection many times a day and at busy times I already turn left and then do a U turn. Sometimes there is already a car in the bay which causes visibility issues. The bay does not hold more than two cars which begs the question if more car are doing a U turn, where will they go? They may wait in the right hand lane which will cause safety concerns and traffic to back up. If the U turn bays were changed so that traffic could queue safely, as it currently does for cars turning right onto Gardiners and Breens Rds, I believe the left in/left out option could be successful and safe.</p>
25014	Alan	Neale		1	2	3	
25013	Angela	McVicar		1	2	3	
25011	W	Phillips		3	3	3	<p>NONE OF THE ABOVE OPTIONS..</p> <p>I would like the Engagement Team to cost and consider a "Roundabout". There would then be access for all motorists eliminating separate lanes for right turning traffic. The queues would not be as long this saving motorists from making left turns from both Gardiners &amp; Breens roads and stopping these vehicles making u turns on Harewood. Traffic would flow much more freely. Pedestrian crossing facilities are already partly formed a zebra crossing could be painted either sides of the existing centre island both eastside and westside of the intersection. Emergency vehicles would not require re routing around the area buses would not require separate lanes. Roundabouts slow down traffic and are a safer option.</p>
25010	Christine	Cranefield		1	3	3	
25006	Mel	Brown		3	1	3	<p>Come on guys it's not rocket science and I'm not too sure why this has taken so long. It needs traffic lights. Seriously I think so of you council members can kiss your jobs goodbye at the next election. You work for the people of Christchurch - now make our roads safe for everyone. And listen to what the people say.</p>
25005	Saran	Varnakomala		2	1	3	<p>This is the most dangerous intersection around the area and the road is getting alot busier, please we the traffic light very quickly.</p>

**SUBMISSIONS RECEIVED ON HAREWOOD ROAD, GARDINERS ROAD, BREENS ROAD INTERSECTION**

June 2019

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25004	Andrew	Mayo		2	1	3	
25003	Jane	Mayo		2	1	3	
25002	Stephen	Williams		1	2	3	Pedestrian safety is what really matters. Cars have plenty of other ways they can go, don't want to turn Gardiners Road in to a major thoroughfare.
25001	Tania	Goodman		1	3	2	Lights will not stop the problems. It will create other issues and slow harewood rd down which I travel to and from work each day.
24997	Mark	Thomas		3	2	1	<p>Leave as is, with these suggestions: 1. Look at the feasibility of installing speed cameras between Harewood/ Crofton Roads and Harewood/ Leacroft intersections to help reduce speeds at the Gardiners/ Breens intersection. 2. Paint turning lanes on both sides of intersection, which may encourage drivers to keep within a designated lane and help those vehicles turning left. 3. Request the Police to have campaigns monitoring the intersection and encourage drivers not to roll over 'stop' solid yellow line. In particular, large suv's and utes cause real visual problems when they stop over the yellow line, making it difficult to turn left with certainty.</p> <p>If there is a continuation of developments at the airport, especially retail, then traffic movements are only going to increase, this will necessitate the progression of Option 2.</p> <p>Option 1 will be even less feasible if traffic volumes increase. This options predominant shortcomings are the substantive size of median cut outs to allow enough cars to make a questionably safe U-turn manoeuvre. The turning circle is already tight and parking restrictions will be required, any narrowing of the median island makes the turn even tighter. A larger vehicle (small truck or large van) or vehicle with trailer are going to have some real issues with this turn, possibly jamming the lanes.</p>
24991	Cindy	Weiss		3	1	2	Having lived at my address for the past 13 years and this being the intersection I use going to work & to the city, I have seen a huge increase in traffic over the years. With now the changes to Johns Road there is so much more traffic using Gardiners Road & the Sawyers Road & Harewood Road intersections. The increase of traffic from Styx Mill & Northwood - Hussey Road was supposed to be a no through fare road & now the new developments in Highsted & Claridges Road causes so much more traffic, no flow through & people taking risks. Either change to lights or leave as it is to continue as a disaster but don't waste your time with left only turns. What will that cause ... just everyone using other streets adjacent to get where they want. If only it had been done when the Sawyers Arms road was done & to be honest who really cares so much about the cycle way to the airport when most people in this area are driving a vehicle & just want to get where they want safely.
24989	Jeff	Clendon		3	1	2	<p>I believe traffic lights would provide the best upgrade to the intersection.</p> <p>There are traffic lights at the Sawyers Arms/Gardiners Road intersection and these currently provide good traffic flow through that intersection.</p>

**SUBMISSIONS RECEIVED ON HAREWOOD ROAD, GARDINERS ROAD, BREENS ROAD INTERSECTION**

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24984	Rosalie	Griffith		3	2		<p>1. Traffic Island</p> <p>Whatever option other than lights, pedestrian crossings need to be safer e.g. median safety area and further from the corners.</p> <p>Option 2 would need wider U-turn slots to enable safety (tree trunks also obscure oncoming traffic the other side).</p> <p>No further tree planting required but maybe small shrubs nearer Harewood intersection.</p> <p>Will there still be a bus stop outside 410 Harewood Rd?</p>
24983	Jennifer	Tahi			1		
24982	Bob	Griffith					<p>Roundabout</p> <p>A roundabout the size and shape as the one at Langtons Rd. I feel this would be suitable because Harewood Rd is unique as it already has turning gaps either side of the intersection if roundabout is inoperable during heavy traffic times.</p> <p>Mediam widen right to corner.</p> <p>Do not plant trees as they cut down visibility and are a curse to neighbours when leaves fall &amp; for drains. Pedestrian islands about 15m from corners of Breens, &amp; Gardiners Rd so pedestrians are not caught out by cars turning into them.</p> <p>Unless lights are installed pedestrian crossings need to be at least 15m from corner.</p> <p>If worried about cars speeding down Harewood Rd put in speed cameras or speed humps</p>
24981	David	Millar			1		<p>Option 1 would put us in a worse position. It would not allow us to directly cross the intersection at all! Not a good idea. Traffic lights would be the best solution for this intersection, the same as Greers Rd, no different really. Option 1 would be a waste of money and very inconvenient.</p> <p>If the intersection gets busy &amp; it does every day then we often turn left &amp; then turn right as suggested in Option 1 but this is slower &amp; inconvenient, we have this option now so why would we need option 1. Option 2 the only way to go! Safer</p>
24980	Jenifer	Alexander			1		<p>I am sure your preference for Option 1 is governed by the cheaper cost.</p> <p>I think this option would create chaos especially with impatient drivers.</p> <p>Traffic lights would be a straight forward solution and last forever.</p> <p>As a grandparent of grandsons in the area I hope the traffic lights will be installed as soon as possible and their safety assured</p>



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24979	Clare	Sylvester		1	3	2	<p>* Whilst intersection control would be very helpful for safety reasons I am mindful of the funding information this booklet provided.</p> <p>* Option 1 is a cost effective solution</p> <p>* Option 1 is also an effective time line</p> <p>* Option 1 would avoid extra rates increase to cover costs - of option 2</p> <p>Residents struggle with budgeting increases like 2 would incur</p>
24977	Diane	Barber			1		<p>As locals who use this intersection most days we find it very stressful trying to cross Harewood Road especially at busy times. If lights were installed we find it safer to cross intersection or turn right so would not have to sit waiting to cross or turn right feeling very stressed.</p> <p>Like most locals who live in the area we mostly turn left at the intersection and go up to break in median and do U turn rather than sit &amp; wait to cross or turn right. Lots of people are doing this which is causing one lane in Harewood Road to be blocked - not ideal!!</p> <p>I can only see 1 solution - lights!</p>
24974	Ryan	Young		2	1		<p>Logically the lights are the best option. When I first shifted into the area in the first few days a serious accident I had to help as an elderly lady had her car rolled on to its side. My daughter hadn't been able to bike to school unless I went with her. She is now at Intermediate but I still worry very much about her safety / speeding is an issue. During peak hours vehicles play Russian roulette, cars stuck in the middle, not giving way to get through &amp; accidents. It is not acceptable. Even blocking of the road second option is safer compared to current situation</p>
24973	geraldine	allan		2	1	3	
24969	Kaye	Caddick		2	1	3	<p>This intersection has been hazardous for years. I have lived in the area for 18 years, and have seen many accidents or evidence of accidents. Four lanes of traffic, including two stop signs and possibility of four lanes of turning traffic is very difficult to negotiate and takes a long time to cross the intersection, causing traffic to back up on Gardiners and Breens Road especially.</p>
24963	David John	Lindsay		2	1	3	<p>I am a senior citizen who frequently drives or walks through this intersection. The current uncontrolled setup is rather intimidating and I would prefer to see traffic lights.</p>
24962	Yimei	Lu	NZ College of Business	1	2	3	<p>It is not a safe intersection for kids who need to across and attend Breens Intermediate everyday. I hope council can do something about it. It has been an issue for such a long time. It has been in discussion for such a long time but we see zero progress. So please do something.</p>
24954	Kathryn	Gray		3	1	2	<p>The left in left out is a waste of time as there is already an option to use the U turn areas if cars choose to. We use this intersection often and some occasions when traffic is light we are able to drive straight across easily so why remove this option. However at busier times traffic lights would be the only safe option rather than have lots of cars queuing for a U turn.</p> <p>Thanks</p>

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24952	Gordon	Jennison		3	1	2	<p>This is really a 'no brainer', you know the obvious solution has been that traffic lights are required for some years.</p> <p>Left in and left out will split the suburb and cause u turns past the intersection which will be more of a danger than exists at present.</p> <p>Traffic lights can be time adjusted which will not cause unnecessary delays to the flow of traffic on Harewood Road. In the left in/out option you are proposing pedestrian lights which will impact on traffic flow.</p> <p>Your speed concern with Harewood Road traffic can be easily sorted by either speed cameras or police patrols.</p> <p>Safety has to be the concern for all users of the intersection and traffic lights are by far the desirable solution in this regard. As a regular user of this intersection I would be horrified to not be able to directly cross from Breens Road to Gardiners Road or vice versa.</p> <p>However I suspect there is a hidden motive in the bureaucratic push for the left in/out option.</p>
24949	Michele	Laing		1	3	2	<p>Thank you for the opportunity to comment on the Harewood Road, Gardiners Road, Breens Road Intersection.</p> <p>I support option 1. Option 2 is incompatible with Council's efforts to encourage multi modal transport, interested but concerned cyclists and climate change goals.</p> <p>The community has 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.</p> <p>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.</p> <p><b>Option One: Signalised Pedestrian/Cyclist Crossing</b></p> <p>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.</p> <p>Please retain a central refuge space for slower pedestrians and parents with small children and prams.</p> <p>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.</p> <p>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.</p> <p><b>Option Two: Traffic Signals</b></p>

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							<p>This option is not preferred because it prioritises cars over pedestrians, cyclists, scooters and other forms of travel.</p> <p>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.</p> <p>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.</p> <p>Some other alternatives are:</p> <ul style="list-style-type: none"> <li>* Enforce the speed limit more strictly - cars are routinely traveling closer to 70km in a 50km zone</li> <li>* Reduce the lanes from two to one on Harewood Road.</li> </ul>
24948	Kerry	Farquhar		3	1	2	
24947	Lynda	Spittle		2	1	3	<p>I would like to comment in regards to demands on this intersection from the hundreds of children and adults who need to pass through this intersection each week to take part in sports at Nunweek Park in the early evening and weekends. Not only is there a high volume of traffic but also the sun is causing a real danger in regards to drivers getting a view of oncoming traffic from their right if on Gardiners Road and also those travelling West on Harewood Road experience difficulty looking ahead. Obviously the sun is out of our control but this does have a huge affect on the way drivers behave. Traffic even comes halfway across the intersection and wait in order to continue on Gardiners road. I would like to suggest the members of the committee be at the intersection at the peak times of the day and see what happens when traffic decides to do a quick U turn or are blinded by the sun and take a risk. Since the up grading of Johns Road we in Northwood have large volumes of traffic using Northwood as a shortcut when they come from North and they now go all the way along Gardiners Road, through the new lights and on to the Harewood inter section Gardiners and Harewood roads to get through to Wairakei Road and into the city much more quickly due to less traffic now. Others turn right at the lights to get to the Airport. I believe that the turn left suggestion will cause even more congestion and confusion in an area which is fast extending with several new sub divisions underway and school roles growing in the area. Lights will be much more obvious to drivers, cyclists and pedestrians who will be able to cross to schools in a much more safe environment. With lights there should not be any doubt as to who should move when. Thank you for this opportunity, we have been asking for this for so long that the longer it goes on the more expensive it becomes and the losers as usual are us rate payers and our children.</p>
24946	Nichola	Brydon		1	2	3	<p>I avoid that intersection as much as I can! What about Woldridge Road Harewood Road intersection. There is always accidents there. I lived at [REDACTED] Harewood Road for 4 years and a friend was opposite that intersection. At least 1 minor crash a week and many not so minor a year. I Avoid it too!!!</p>
24945	James	Brook		3	2	1	Option 1 appears to be a reasonable compromise considering the cost involved
24944	Alana	Crampton		2	1	3	
24942	Lina	Le	University of Canterbury	3	1	3	
24941	Lesley	Newton		3	1	2	I prefer traffic lights as it makes it fair for all users of the intersection

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24939	Claire	Whiteside		3	1	3	The intersection is very dangerous and need traffic lights. The lights at Gardiners Road and Sawyer Arms Road have made that intersection safe and the Harewood intersection needs to be made safer especially with a number of schools close buy. A problem I find is that it is so difficult to cross Harewood Road that people start to make bad decisions and risk their lives as they try and cross 4 lanes. The intersection is also very dangerous when travelling down Harewood Road from Bishopdale as in Autumn and Winter the sun is very low and blinds you when trying to turn right into Gardiners road. The best fix would be to install traffic lights so everyone can be safer.
24938	Kevin	Whiteside	Willowbank Raspberries	3	1	3	The intersection definitely needs traffic lights. I have personally lived in the area for nearly 40 years and over the years as the population and housing in the area has increased this intersection is one of the most dangerous one I have seen. I have seen numerous accidents in the intersection and my mother had a major accident herself which would have been avoided if there were traffic lights in place. The traffic lights would make it safer for pedestrians, cyclists and vehicles. They need to be erected as soon as possible.
24937	Carolyn	Bates		3	1	2	My first option is for traffic lights but ONLY if there will be a green right turning arrow available especially at the peak times of 4pm to 6.30pm.  Please be aware that he Council had advised that there are currently plans for three more subdivisions down Gardiner's Road so there will be a further increase in traffic turning right from Harewood into Gardiners.  The left only turning with U turns is a least preferred option as it seems it will be a very dangerous option for those cars wanting to go across Harewood Rd or turn right from Breens or from Gardiners Roads. They will be forced to turn left and then try to quickly merge right into the speeding traffic (as the Council staff said - there are a lot of motorists that travel at speed down Harewood Rd). They will then need to slow down to use the U turn which will then be disruptive and potentially dangerous.
24936	Ray	Groeneweg		2	3	1	NO MORE TREES PLEASE.
24933	Janet	Birchfield		2	1	3	
24932	Sharon	Russell		3	1	3	With the amount of traffic on Harewood Road, I can see people waiting at the U-Turn slots becoming congested and also cars do travel fast on that road.  Using the U-turn slot buy Copenhagen is a congested area now so it can only become worse and possibly a hazard.  Some people have trouble actually using the U-turn slots and end up half way in the aisle of traffic, which obviously would also be a hazard to motorists.  Much better option for pedestrian crossing on each road not just in one area.  I'm quite sure mobility scooters will also find this choice a better one.  Going by the amount of disadvantages you have found, and highlighted that there is no funding in the "2018-2028 budget" you are obviously convinced going with Option 1 is the only choice - I think this would be a big mistake and we would probably end up with traffic lights in the future.

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24931	Rodger	Linton		3	1	3	I have used this intersection extensively and have observed numerous issues, the least of which is vehicles crossing from Gardiners road to Breens or reverse and turning right to Harewood road from either Gardiners or Breens. At times impossible and dangerous at best. I believe controlled intersection by lights is the only workable solution on such a busy intersection. Clear observation needs to be incorporated into decision making. I note there is significant increased use of turn bays on Harewood road to avoid right turns or going straight at the main intersection due to inability to do so because of large traffic volumes and multiple lanes
24930	Matthew	Burlton	Mrs	3	1	3	Hello, we live in Crofton Road and there is a continued increase in cars taking short cuts to work and home between Sawyers Arms and Harewood Road. Long time residents have commented on the increase of traffic down Crofton Road over the time they have lived here. I also notice that we do have Police patrolling our street at times particularly targeting motorist. Out of the two options the traffic lights are clearly the better option. As knowing human nature, I know there will be even more traffic short cutting down Crofton Road and other side streets. What ever is put in place, I would like the council to survey the number of cars using Crofton Road and other side streets as short cuts at peak times prior to making the intersection changes. As I am sure in future years there will have to be something done to discourage traffic from using Crofton Road and other side streets as shortcuts. Thanks, Matthew Burlton
24929	Anne	Scott		1	3	2	<p>Thank you for the opportunity to comment on the Harewood Road, Gardiners Road, Breens Road Intersection. I regularly cycle and drive in this area to Copenhagen, Bishopdale and to my sister's place a couple of streets over but not in rush hour traffic.</p> <p>This proposal is not my top priority for cyclists on Harwood Road but I understand the community concerns for this intersection. For me a higher priority is pedestrian/cycle crossing lights on Harewood Road at the railway crossing (near Restell St). I am happy to use the refuge crossings. There is a need to help school children get to Breens Intermediate School safely in rush hour traffic. This is best achieved by Option One.</p> <p>Option One: Signalised Pedestrian/Cyclist Crossing</p> <p>The crossing should go straight across the road. A model is the Fitzgerald Ave straight through crossing with refuge. The zig-zag crossing discourages cyclists, scooters and skateboarders use 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. There is still a need for a central refugee 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 potential block the view between cars and pedestrians.</p> <p>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 comfortable.</p> <p>Option Two: Traffic Signals</p> <p>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</p>

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							<p>space for cyclists. There are no hook turns. The zig-zag crossings encourage some to go around the end of the median strip to get across quicker and are not cycle friendly.</p> <p>Some other alternatives are:</p> <ul style="list-style-type: none"> <li>* Enforce the speed limit more strictly - cars are routinely travelling closer to 70km in a 50km zone</li> <li>* Reduce the lanes from two to one on Harewood Road</li> </ul>
24927	Jenny	Hughes		2	1	3	
24926	tONY	hUGHES		2	1	3	I frequently use this cross road with a truck and trailer, and it is so dangerous, with long waits to get a gap in the traffic at peak times. Encourages risky behaviour.
24925	Patricia	Palmer		3	2	1	<p>If intersection stays as is, consideration of improving the safety of the turning bays is imperative - cars leaving their tail in the R) lane traffic flow is dangerous. No parking lines need to go opposite the turning bays.</p> <p>Traffic calming devices need to be put in Crofton Road as this is used as an alternative route of R) turning onto Harewood Road in the morning. Presently Crofton Road is a race track at peak hour morning times.</p> <p>It would be great if the exit from Crofton Road could be widened to allow for L &amp; R turning traffic to be side by side.</p> <p>Unfortunately the Copenhagen Bakery parking and associated slow traffic &amp; parking causes alot of disruption to traffic flow and uncertainty on the approach to the Breens &amp; Harewood Rd intersection on both sides of the road.</p>
24924	Chris	Hodgson		3	1	2	<p>Your descriptions of advantages/disadvantages for the options are wriiten in a biased manner towards Option 1.</p> <p>Expecting quanties of traffic to head in the wrong direction to which they want to go then do a U-turn is not practical. A U-turn will require both oncoming lanes to be clear as cars won't be able to turn tight enough to stay in the right hand lane when u-turning through the central median. A u-turn at the best of times is one of the most dangerous manoeuvres we do. You forced more traffic onto Harewood by closing off Wairakei Road to and from the Airport so having traffic U-turning I would have thought would be counter-intuitive to safe practice.</p> <p>Comments that there would be an increased chance of nose to tail accidents with Option 2 is misleading as these can happen at any intersection at anytime if drivers aren't concentrating.</p> <p>I saw a reasanably serious looking two car accident at this corner approx two weeks ago.</p> <p>It hasn't been mentioned that some traffic that presently uses other residential side streets to avoid having to cross this intersection from Gardiners to Breens and in the reciprical direction would be able to stay on Gardiners/Breens.</p>

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24917	dorothy	bevin		3	1	3	<p>The number one option will create backlog with traffic trying to turn right to go west on harewood road after their left turn from gardeners road. In the mean time could we PLEASE HAVE YELLOW LINES PAINTED ON HAREWOOD ROAD. THIS WILL ALLOW CARS IN GARDENERS ROAD TO SEE MORE CLEAR (RIGHT) WHEN TRYING TO CROSS OVER TO BREENS ROAD. AT PRESENT CARS, TRUCKS PARK SO CLOSE TO THE INTERSECTION IT IS IMPOSSIBLE TO SEE DOWN HAREWOOD ROAD WEST. LACK OF A CLEAR VIEW ONLY ADDS TO THE STRESS WHEN CROSSING THIS HATEFUL CORNER.</p> <p>Another helpful cheap tip ..... please paint a strip on gardeners Road to allow the left turning traffic to be about 1mtr ahead of the right hand lane. With this and the yellow painted marks on harewood road will make Gardiners side of the intersection a little easier until you finally make the decission for lights....</p>
24915	Karen	Cain		3	1	3	<p>I use the intersection a lot and lights would give everyone a fair chance. Using the turning bays of the left in left out option just transfers the problem to further along the road and will create a different set of issues. Many Christchurch drivers are very nervous about using the turning slots and there is an older demographic in the area which makes these slot turns even more risky.</p>
24914	Russell	Rodgers		3	1	2	<p>The safest solution has to be traffic lights and they are needed as well on the state highway at Harewood and Sawyers and Clearwater. Why diminish the importance of Harewood road to support the cycle movement and try to move vehicle traffic to Sawyers which is a third rate road. And that is ignoring the really dangerous Clearwater roundabout.</p>
24913	Rosemary	Sutton		3	1	3	<p>This intersection needs to be controlled by traffic lights to make it safe for children going to school and for the people of Bishopdale/Harewood to cross the road safely. The turn left only will cause more problems and injuries. I have family who have to use this road to take children to school, and I also in travel through this intersection twice weekly, the corner of Harewood, Breens and Gardiners Roads is a wide and dangerous crossing.</p>
24912	Marianne	Burton		3	1	2	<p>This intersection upgrade needs to be addressed as a priority due to its extremely dangerous nature. There is more housing development taking place on Gardiners Rd and more traffic has been observed coming off Johns from SH1. This increases the amount of traffic coming down towards Harewood Rd thus making the intersection more busy and dangerous.</p>
24911	Ryan	Lurajud		2	1	3	
24910	Brigitte	Madden		2	1	3	
24909	Cheryll	Martin		3	1	2	<p>Whichever option is chosen, i feel new trees are totally unnecessary - it would only cause another distraction to the view of the oncoming traffic, cause more leaves in the season where there is already an abundance, and leaving this out of the plan would save a considerable amount of money.</p> <p>If option 1 was chosen there would be high chance of the boy racers using the bus turns to circumvent using any side streets. They would certainly do this chancing the risk of a fine regardless.</p> <p>Anybody not knowing the intersection may cut through as well as because they would not know where else to go.</p> <p>We need the lights to aid a safe corridor for the large volume of traffic that travels through this intersection on a daily basis and despite thoughts that it would cause delays the SAFETY is the highest priority.</p> <p>Making traffic use the u turn would only cause a backup of traffic in a different manner and heighten the risk of vehicles being rear ended when other vehicles are wanting to travel straight down Harewood Road in either direction.</p>

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							<p>The left turns in and out are also likely to cause more rear ending of vehicles. This already happens but goes unreported as there are no injuries generally involved.</p> <p>The lights will still enable pedestrians to cross much safer and in a more direct fashion across the intersection that they do currently.</p> <p>It was stated by the staff presentation at the meeting that this intersection is the 61st worst in ChCh and the 81st worst in New Zealand but the first 60 in Christchurch all have lights. It will not prevent all accidents but it would certainly go a long way to alleviate the chances of accidents and impatience of drivers frustrated at their inability to get across harewood Road.</p> <p>While it was said that some vehicles would divert to other streets to avoid the lights, I know I would rather be slightly delayed getting out of Gardiners Road, than risk it as the intersection layout presently causes.</p> <p>It would also help alleviate the back up of traffic in the morning down Gardiners Road - most mornings out our window I presently see the traffic backed up past Goya Place and have viewed it on quite a few occasions back to Fairford Street, owing to a vehicle that has pulled up in the centre at the stop sign near the meridian trying to either turn right or go straight across not being able to go, and the left turning traffic is also held up.</p> <p>As for using Gardiners Road as a shortcut from Johns Road, I would rather travel Johns at 80km for longer then turn into Harewood than travel the full length of Gardiners Road with its varying speed limits.</p> <p>Do we need to wait for a fatality for this to be changed like we did for Sawyers and Gardiners Road lights.</p> <p>Do you want to be the reason for this because you did not listen to the community.</p> <p>We are the people who use this intersection and live in the area.</p>



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24908	David	Martin		3	1	2	<p>My reasons for objecting to option 1 are as follows</p> <ul style="list-style-type: none"> <li>- I feel some drivers would still try to use the bus lanes for cutting through even though they wont trigger the stop light and possibly risk getting a fine, if they could get away with it, especially if they are infrequent users of the intersection and are not sure where else they could travel.</li> <li>- Even though it has been suggested to left turn out then uturn - all this would do would be to shift the backed up traffic to a different area and also make it more possible for rear end accidents on harewood Road and rear end accidents on both Breens and Gardiners when turning out to the left - there have already been significant number of these accidents but they go unreported as no injuries have occurred.</li> <li>- uturns would create single lane traffic build up and other Harewood road traffic using the rest of the lanes would make it almost impossible to get out of Breens or Gardiners</li> <li>- local traffic as well as other vehicles would be forced into using side streets which are much narrower and definitely not designed for the volume of traffic that would be diverted this way</li> <li>- the closure would only serve to cause more problems for the locals - and any infrequent users of the intersection possibly not aware of changes may cause accidents because of their inability to know where they could divert to.</li> </ul> <p>For any of the options the new trees are totally unnecessary - all this would do is create another visual block , create more leaves in an area which already is overflowing seasonally with leaves which in turn causes flooding at this intersection, and the roots are more likely to also affect the quality of the road - omitting these would save money.</p> <p>Reasons for choosing option 2</p> <ul style="list-style-type: none"> <li>- We were told this intersection was 61st worst in Christchurch but we are the first one that does not have traffic lights, and even though this wont prevent all accidents it would certainly improve the flow and safety of the intersection for all directions as the lights at Sawyers and Gardiners Road have done.</li> <li>- Right turns in any direction at this intersection may cause delays but at least all vehicles will have a safer chance of getting through in a more timely fashion than is does currently.</li> <li>- Pedestrians will not an exclusive right to cross with lights but it will be no different than any other sets of lights in the city and will be a safer option than the current (protected??) crossing that is presently 60-80m away from the current layout of the intersection</li> <li>-Most of the on street parking that would be affected by this is currently not very safe to use because of its proximity to the intersection.</li> </ul> <p>As a health and safety officer at my place of employment I think this needs to be highest consideration for this intersection. I do not want to see a fatality at this intersection before something is done!!</p>
24906	Amelia	Harris		3	1	2	

**SUBMISSIONS RECEIVED ON HAREWOOD ROAD, GARDINERS ROAD, BREENS ROAD INTERSECTION**

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24905	Delwyn	Harris		3	1	2	
24904	Michael	Harris	Mr.	3	1	2	
24903	Harley	Kerr		3	1	2	The traffic lights will provide unrestricted access  Option 1 will encourage people to do u turns on harewood rd. It will increase traffic in the residential streets that are narrow and restricted by parked cars.
24902	Valerie	Goulding		3	1	3	I have seen too many near misses to consider any other option but traffic lights. I would prefer to avoid this intersection but mostly this is impractical and I have a right to feel as safe as possible when negotiating intersections in Christchurch.
24901	Helen	Davey		2	1	3	This intersection needs some immediate work. I use this intersection every day and very very regularly witness road rules being broken and misjudgements of traffic. The proposal states that work will only happen in the nespar future if the option of 'left in/left out' is being implemented. I believe traffic lights are the only option that will work for the local community and need to be implemented asap.
24900	Amanda	Chin		2	1	3	
24899	Hilary	Rae		3	1	2	Traffic lights would be of great benefit! I use this intersection often when visiting my parents
24898	Richard	Gray		2	1	3	I think it would be a wasted opportunity not to put in traffic lights at this intersection. To break up the natural flow of traffic wanting to cross to Wairakei road is not sensible in my opinion. I can see this putting more strain on alternative roads such as Cotswold Ave for people heading to Northwood wanting to avoid the busy highstead road. Being a resident of Harewood road I also believe traffic lights would do a better job of reducing speeding. This is a problem every night and by having a straight road without an intersection for such a long time I can see the problem getting worse. I think the advantages and the disadvantages in the brochure are biased towards option one. There is no mention of the traffic modelling for option one. Only that Breens road may get busier with traffic lights. I think Breens road is more suited to higher volume traffic than it already receives - much like gardiners road before the sawyers arms road lights were installed.
24897	Jan	Deavoll		3	1	2	Only lights will solve the problems at the intersection and avoid serious accidents
24896	Tony	Deavoll		3	1	2	As a regular user I most certainly only want the option of traffic lights
24895	Philip	McAlavey		2	1	3	
24894	Desmond	Ellery		3	1	3	Its very important that you give us traffic lights not left in left out that totally limits getting into and out of that intersection.

**SUBMISSIONS RECEIVED ON HAREWOOD ROAD, GARDINERS ROAD, BREENS ROAD INTERSECTION**

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24892	Alastair	Hibbard		3	2	1	<p>What are the qualification have the committee that made the call on the options have they got qualification civil engineering, or traffic management or roading? Are the committee allowed to explore with officials I guess not in this case.</p> <p>Dose the Council promote road safety if so where? NO NOT EVER.</p> <p>It is good that the council is looking at some health and safety with these options. Why are there not 3 options? Challenged members of the committee A?</p> <p>Why is Harewood road got two lane on part of it?</p> <p>None of these options will improve the productive of Christchurch. Which is crap look at all the main roads they are all clogged all day long</p> <p>Option one will create Health and Safety risks with U turns in the gaps the middle strips has O wait a minute Council don't promote road safety.</p> <p>Leave the intersection as it is.</p> <p>AAron Take your blinkers off and stop dogs shitting in the square</p> <p>Please Fix Maces Road before this intersection there is far more productivity in Maces road than there will ever be in Breens Gardeners road</p> <p>How come the Council Webb site not spell Harewood, Breens come on get with it I expect Christchurch to be the best place in NZ even with a challenged Council Please lift your game.</p> <p>Thank you</p>
24891	Andrew	Cleland		3	1	3	
24887	Don	Rapley		2	1	3	Talking with all our friends they all avoid this intersection therefore if lights were installed there would be more traffic passing through the intersection
24886	Graham	Cargill		1	1	1	
24885	Alan	Caughley		1	2	3	<p>I have travel led to work down Harewood Rd for the last 19 years, mostly by bicycle, and have noticed a significant increase in traffic since the completion of the Johns Rd improvements. The intersection has always been tricky with people taking risks to cross Harewood Rd, but since the traffic increase it has got to the point where I no longer cycle down Harewood Rd but wind through the block. The left in/left out option would make it much safer.</p> <p>Could you also please put straight through arrows in the right lanes of Harewood Rd, and have turning &amp; parking only in the left lane, this would let straight through traffic an unimpeded journey and let the turning traffic slow down or speed up safely. Additionally the lanes are not wide enough for a bicycle plus a car in each lane and a parked car. I have had many scares from cars or trucks not leaving enough room in the left lane.</p>

**SUBMISSIONS RECEIVED ON HAREWOOD ROAD, GARDINERS ROAD, BREENS ROAD INTERSECTION**

June 2019

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24884	Peter	Nicoll		1	1	3	This is the only logical option but will still mean traffic wanting to go from Breens to Gardiners will back up along Harewood Road to do a u turn. This will mean traffic proceeding along Harewood Road will have to proceed in the left lane. There is also the issue of traffic leaving Copenhagen cafe into the traffic which causes issues for traffic heading West. Cafe traffic often use the gap in the median to proceed in an Easterly direction. Traffic lights would be the obvious solution but this option would appear not be viable due financial constraints and no date when this would be completed.
24882	Sue	Bradley		3	1	3	Traffic lights will need a right turning arrow otherwise there is no point
24881	Keith	Longden		3	1	2	Option 1 makes the intersection confusing and means you cant cross directly from Breens to Gardiners road which is the way I travel most often. Having turning slots for u-turns is to me a dangerous option.  The Traffic signals option is the only way I would stop avoiding this intersection as I do now.
24878	Sophie	Keown		3	1	3	
24877	Vic	Daniel		3	1	2	
24876	Vanya	Rainey		2	1	3	
24875	Scott	Rainey		2	1	3	
24871	Stuart	Inglis		3	1	3	Ps how many people will ride to the airport with a suitcase to get on a plane
24870	Georgia	Ward		2	1	3	
24869	Jamie	Nelson		1	1	3	Traffic lights are the obvious and sensible option but wonder how the traffic flow would be disrupted down hardwood road during peak flow times.  In the same thought with option 1 how the excess traffic will be managed down woolridge road or leacroft st to get to the Wairaki end of bishopdale from Harewood road?
24868	Mark	French		2	1	3	
24867	John	Humphreys		3	1	2	As a regular user of this intersection the left in left out option would not be a minor inconvenience but a major one forcing a change of route for me. It is not a difficult intersection to navigate currently & I am surprised to learn there are a few accidents there.
24866	Tom &Val	Treacy		3	1	3	
24865	Judith	Castle		3	1	3	
24863	Don	Carrodus		2	1	3	
24862	Marg	O'Connell		3	1	2	Making this intersection left turn only will block traffic in the turning blocks, as that already happens when more than one car is attempting to do this. As traffic flows along here quite quickly it could potentially cause accidents between moving traffic and stopped traffic. As someone who rides a bike frequently (as well as a car driver) and who has grandchildren who go to Harewood School, but can't bike because it just isn't safe; I would categorically state that lights are the safest. There are several schools round who have children trying to negotiate this intersection and lights would mean they could do it in safety. It would slow the traffic down along Harewood Road making it safer also. There is nowhere safe for pedestrians to cross - even at the marked places as you have to cross 2 lanes and when it is busy that is hard to do. There is several over 60's units in the area, which means elderly people. If they catch a bus, they have to cross the road either before getting on or after getting off the bus. Lights would also increase their safety. This would also future proof this intersection for increased traffic and/or people.
24861	Devon	Steenberg		3	1	3	

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24858	Leonid	Smetanin		2	1	3	
24857	Jenny	Lester		1	3	2	
24856	Peter	Fuller		3	1	3	
24855	Constable Graham	Flynn	NZ Police	3	1	3	The sooner this intersection gets a set of traffic lights the better. I have been to a few crashes at this intersection over the years. People take risks to get across this intersection. It is a very wide intersection to get across from Gardiners across to Breens. People sometimes drive across one side of lanes, stop at the middle island then continue across when the other side is clear. This leaves the back of their vehicle sitting out in the lane behind them causing vehicles travelling on Harewood Ave to have to veer around them. Why there has been so much delay and discussion in getting lights at this intersection I can't understand.
24853	Wendy	Gardiner-Chappell		2	1	3	
24852	J C & J M	Dodgshun		1	3	3	
24851	Ross	Connolly		1	3	3	
24850	Lorraine	Ellery		2	1	3	I would prefer traffic signals
24849	Victoria	Green		2	1	3	
24848	John	Lintott		2	1	3	
24846	P J	Russell		3	1	3	Traffic signals the only way to go.
24845	Chris	Heppelthwaite		2	1	3	This intersection is extremely dangerous. We cross this everyday for school, and its getting worse! Please put some lights in to stop all the crashes.  Thanks.
24844	Gregory	Neave		3	3	1	Gardiners Road is much more suited to high volumes of traffic, if you prevent turns at this intersection, Cotswold Ave will suffer badly. Leave the intersection alone until there is better funding or put measures in place on Cotswold. It's pretty clear option 1 is your preferred choice. This leaflet is far more weighted in it's favour, pretty disappointing approach. Option 1 / 9 advantages & 3 disadvantages, option 2 4(short) advantages & 9 disadvantages. No mention of Cotswold Ave intersections at Sawyers and Harewood. Oh, and proposed funding is exactly the same the estimated cost of option 1
24843	Jill	Drury		3	1	2	Having seen some minor crashes and endless near misses, I see lights as the only option. Having lived in the area for many years, I avoid going straight over and certainly never try turning right. I don't see that the left turning situation will achieve anything but a build up of traffic trying to turn right further up, which can in itself be a problem. I live near the lights at Sawyers Arms/Gardiners corner and was so pleased when that was done, making it possible to turn right which used to be hazardous. This intersection now works extremely well even at busy times. It seems like lights are put in places which don't seem to warrant them, where as this busy 4 lane divided road has been crying out for them for years.

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24842	Ann	Cooper		3	1	2	<p>While I can see benefits from using the Option 1 suggestion - my concerns from using the u turns come from possible (probable) backlog of traffic causing nose to rear accidents. So because of these concerns my preferred option is No 2 Traffic Signals. I believe it will provide more safety for everybody including pedestrians - even with filter turns. I like the layout on proposed plan with the turning lanes and pedestrian crossings each side. I don't believe (having looked at this intersection last week) that reducing on-street parking may affect too many properties. Most appear to be on Gardiners Road.</p> <p>For Option 1.</p> <p>Placing red and white road cones across middle of intersection to temporarily block off through traffic from Harewood/Breens roads for 1 -2 weeks to see if the Option 1 would work - motorists using existing u turns. And please no humps or trees! Just place road markings in a staggered way. Traffic re-directing into Cotswold - Cardone - Fairford Sts will cause disruption because they already busy before and after school times. I don't believe Sawyers Arms Road will be able to accommodate more traffic.</p>
24841	Bruce & Denise	Garth		3	1	2	<p>We prefer option 2 as a safer way to deal with traffic in this whole community. If you close off the crossing to right and straight through traffic you will force traffic down narrow roads (i.e.) Crofton, Cotswold, Leacroft, Isleworth, Highstead or the u turns on Harewood Road. A lot of traffic is already coming down Gardiners road turning right into Sawyers Arms Rd then right into Crofton from Belfast, Northwood, Highstead and other parts North east if lights were installed most of this traffic would make their route through the Harewood-Gardiners-Breens intersection.</p> <p>I see option 2 as a similar intersection to the Roydvale Memorial Ave crossing.</p>
24840	Allan	Peart		3	1	3	<p>As is, is extremely slow while crossing or turning as well as being very dangerous. Lights are the only senseable answer.</p>

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24839	Graham	Beswick		3	1	3	<p>Option 1 would still create more congestion at peak times with traffic trying to cross two lanes on the both sides of Harewood Road and then queuing to gain access through the turning slots. This would further frustrate drivers to make risky manoeuvres. This proposal will still not amend the right turning and straight through problem.</p> <p>In my mind even though option 2 isn't the most perfect option, it is still the best one at this point in time for safety issues concerning school children pedestrians, cyclists, and motorists.</p> <p>Maybe take the new cycleway when and if it happens under the intersection similar to Johns Rd &amp; Harewood Rd.</p> <p>In all my years(and there have been many) of driving through intersections with traffic lights the main cause of near misses and accidents, are turning lights not operating,(one of the main problems I have witnessed at the Greers Rd. end of Harewood Rd.) these arrows should be operating full time on all intersections.</p> <p>Traffic lights should also be a priority for consideration at Breens Rd. &amp; Wairakei Rd. this is a very dangerous intersection layout at the best of times.</p> <p>All these intersections mentioned should be placed on the high priority safety list for the area community board. The lives and the safety of our school children plus the people using these intersections should not be put in jeopardy any longer than necessary.</p> <p>The funding of these intersection alterations could be obtained as donations and small area rate increases, if the council is reluctant to fund safety. I certainly, and many others in this community, would I am sure, donate and pay a small rate increase for this worthy cause. Lets get positive and motivated.</p>
24838	Wayne	Stark		2	3	1	<p>This issue is driver by "finance available": ear-mark option 2 on LTP (situations may change)</p> <p>Comments</p> <p>Option 3 u turn slots - driver option to Breens or Gardiners. Move closer to intersection than existing with enlarged capacity. Retain existing for opposite sides only. Pedestrian - barrier/crossing 30 m closer to intersection. On street parking - decrease some for better visibility. Road Markings - at centre of intersection, 50 k signs - large signage as 'reminder' on approaches</p> <p>My findings</p> <p>Excess speed on Harewood a contributing factor, causing driver error - this alone is an issue. Pedestrian volume is minimal, appears not at "risk" and not a school thing if they do the road education. The straight-over lanes by 4 leaving the vehicle in 'no mans land' is an issue. Cycle-way- another road desecrated!</p>

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24837	Ainslee	Collins		3	1	3	<p>I have used the Gardiners/Breens/Harewood intersection often at my peril for several years. I welcome the Council's decision to upgrade it and see the installation of traffic lights the best, most sensible and logical long term solution to this problem. Option 1 is a short term fix and create additional hazards with traffic turning left &amp; then doubling back to turn into Breens or Gardiners Road. The narrowing of Harewood Road does not make sense to me and I think frustrated drivers will make silly decisions in trying to get where they need to go. The Council has installed traffic lights in Sawyers Arms Road and recently outside the Papanui Club, the cost must be applied to the more dangerous intersection at Gardiners/Breens/Harewood to make this fair and good use of Council ratepayer money. I urge the Council to think long term, invest wisely &amp; install lights to protect car, bike &amp; pedestrians who use this intersection daily. Option 1 is short term, short sighted and will not eliminate the problem in the longer term</p>
24835	Frances	Sullivan		3	3	1	<p>Thank you to the council staff that provided valuable insight into the options to address the Harewood /Breens Road /Gardiners Rd intersection. The meeting I attended at Breens Intermediate (21 May), certainly showed how passionate people are about this issue. It was very clear that people who attended the meeting had concerns about safety at the intersection - not congestion, and while the width of the intersection ie 4 lanes cannot be changed there are other factors at play which did not get the attention they deserved.</p> <p>The preferred option provided for the intersection is a short term fix that will inevitably transfer traffic movement to other nearby roads and intersections. The one that I am most familiar with is the Harewood /Trafford Rd intersection with the slight off set into Crofton Rd. This intersection already requires a left turn only approach at peak times as the option for moving into the turn out has become congested both with traffic off Harewood Rd and Crofton Rd movements (turning right off Crofton). I have already deemed this too risky to use and go left onto Harewood, left into Wooldridge and onto Wairaki Rd. This is without further traffic funneled to this turn out with the proposed Option 1.</p> <p>Other factors at play in this area are the Copenhagen Bakery and the inability of vehicles to fit within existing turn outs between Harewood/Breens/Gardiner and Harewood/Trafford. These are only just (again only just) big enough to fit a vehicle without the vehicle protruding into the Harewood road lanes. Because of this most people do not manage to place their vehicle into the turn out with protruding into the lanes. This requires traffic travelling along Harewood road to take diversionary measures. Patrons of the bakery park along Harewood road and further obstruct the view of traffic on Harewood Road. Those coming out of house and the bakery onto Harewood have no option but to nudge into the lane to get a clear view before pulling out onto Harewood Road. In short - there is a lot going on already in the same area that would get further traffic if Option 1 is implemented.</p> <p>This is not just about my issues and Trafford St however but the wider environment. It was very interesting to hear that the traffic engineers have a very high confidence level ( high 90s) that fixing the traffic flow on Sawyers Arms Road would resolve these short term problems on Harewood Road (whether these be Harewood /Breens/Gardiners or Harewood Trafford/Crofton). It was disappointing that this was not explained as an option in the meeting and instead we were provided with two options - only one of which will actually resolve the communities demands ie Option 2, and it is both costly and not eligible for subsidised funding. The latter is important as it does not meet the criteria for the higher level of funding as it is not sufficiently unsafe.</p> <p>I cannot recall the timing for the Sawyers Arms road work but can only recommend that this work is prioritised above any short term or expensive fixes on Harewood Road.</p>



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24826	Debbie	Brown		3	1	3	I use this intersection nearly everyday and I have seen so many near misses of car accidents. Sometimes its just right out frightening. I know that if traffic lights are put there, the accidents will stop. PLEASE do go ahead with the traffic lights - I know for a fact that this will also make the traffic flow more freely, and safely!! Debs :)
24825	Bridget	Suckling		3	1	3	I lived in Crofton Road for 20 years and used this intersection several times every day. Nearly every day I saw near misses there. It is very dangerous especially for cars crossing straight through from Gardiners to Breens or vice versa. I often turned from Harewood into Breens and had the right of way, but many times had cars going straight ahead come across in front of me. People get sick of waiting and take risks. Also it is very common for people to turn left from Gardiners onto Harewood and then use the turning bay to do a u-turn onto Harewood Road, rather than wait to cross, and probably doing it that way is a safer option, but just reinforces that the intersection is not working. When my daughters were learning to drive I used to avoid that intersection as it is difficult for even experienced drivers. The lights at Sawyers arms/Gardiners intersection work very well, and I cant see why they wouldn't work well here also. They have the green on the main road on, and when a car comes up to the intersection from Gardiners it activates the lights to turn orange on main road etc, with usually only a short green light for Gardiners Road, so the traffic on the main road doesn't bank up. This intersection has improved greatly and I use it daily. Please consider putting light on Harewood Road, surely it is better to avert a fatality rather than wait until there is one before taking action. Although you only have the statistics for incidents at the intersection, there are many near misses there every single day. The popular Copenhagen bakery also creates a bit of congestion on Harewood Road, but successful businesses are a good thing for our City. Also. Harewood Road is a very good road that flows well, please do not wreck it by putting a cycleway on it. I am fed up with perfectly good roads being narrowed ridiculously to put in large bike lanes that basically no one uses. Also the volume of traffic using these roads has increased with the development of a lot of the land around the Gardiners/Highstead/northwood areas, there is more people living out this way. Please improve the road for the majority of people using it, things need to be adapted as situations change, and our great city evolves. We love living here, but we don't want to have to take risks to use the streets in our neighbourhood.
24824	Jonathan	Davidson		1	3	2	
24822	Marilyn	Thornton		3	1	3	I believe there is enough room from bishopdale roundabout to the Breens Rd intersection to have traffic lights at Breens Rd with two lanes of traffic, making it safe for school children to cross and cars to cross 4 lanes. The traffic seems to have been taken from Wairakie Rd because of the intersection change onto Johns Rd which has now increased massively the traffic on to Harewood Rd.
24820	Rebecca	Schumacher		2	1	3	Option 2 is my preferred but not waiting 10 years for it to be done. My children go to Harewood School and such a dangerous way to go trying to turn right at that junction
24818	Anneka	Rogers		1	2	3	
24817	vernon	thompson		3	1	2	
24816	Julie	Tovey		3	1	2	Years of driving experience tell me that closing off a road is a pain. Just put in the lights or leave it alone. If people cannot safely or confidently navigate the intersection as it stands they will find an alternative route. Do the job properly and put in lights or save your money and leave it as it is.
24815	Josie p	Clyde		3	1	3	To make it Safe traffic lights need to go into
24814	Donald	Tovey		3	1	2	Your left in/ left out option has a greater impact than you are leading people to believe. It is a waste of money and a very large hindrance to any local residence. Stay with the established pattern for Gardiners & Sawyers Arms Rd and put in a set of lights.

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24813	Shawn	Chang		2	1	3	It will be much safer to have traffic signals.
24811	Merav	Benaia		1	3	2	Both options are not good enough, but option 1 is at least an option that is realistic and does not require further consultation. Option 2 is way too expensive and not likely to happen.  Choosing option 1 leaves money to handle a much more dangerous intersection of Greer/Harewood.  The best would have been to give a higher priority to the planned cycle route from Papanui Rd to the Airport via Harewood Road. Planning this route would have solved many traffic problems along Harewood Road.
24810	Leashelle	Miller		1	2	3	
24802	Shirley	Quinn		3	1	3	Anything but lights would be a waste of time.
24799	Moana	Fong		2	1	3	I prefer lights as I have had more near misses with vehicles not properly following the signs and trying to beat the traffic than we should. Right hand turns into Harewood Rd or going straight into Breens Rd during peak times is extremely difficult. The wait could be a great length of time which causes congestion for traffic waiting unacceptable.
24798	Rosemond	Huppert		3	1	2	Please see attachment
24796	Keith	Hitchings		2	1	3	
24794	Samuel	Hooker		2	1	3	
24789	Tiye	Liddle		3	1	2	
24788	Gillian	Rooney		2	1	3	It is very difficult to cross this intersection even when it is not very busy due to fast traffic. The only option is to turn right or left and then do a u turn at the next opening. This is particularly hazardous in peak hours. Of note is that Gardiners and Sawyers Arms Road has traffic lights and that is less busy than Harewood Road so it is unclear why traffic lights were not put there before now. For safety and flow of traffic my preference is for traffic lights to be installed.
24787	Jeremy	Suckling		2	1	3	Both Gardiners and Breens will also need a right turning arrow lane
24785	Regina	Martin		1	2	3	Have only ticked 1 as can have it earlier - I use this intersection daily - it is a very dangerous intersection that should have been attended to years ago. It is urgent to have this intersection made safer - please get on with doing something - so much talk and no action!
24784	JINA	KIM		2	1	2	
24783	P	Blake		2	1	3	we drive through this intersection at least twice daily each, it is too hazardous at peak times to try and cross so we drive up the road and carry out a u turn. I have had a non injury accident at this intersection where a car drove into me as I was stopped at Gardiners Road, not reported to Police as non injury, but an insurance claim and cost to me/other party at fault.  Suggest funding comes from the same budget as the traffic lights on Sawyers Arms Road for pedestrians outside the Papanui working mens club - this should have had a low priority, compared to the Harewood/Breens/Gardiners Rd intersection which is high hazard further to the move to the North west of many businesses post EQ's. Or the Island works along Riccarton Road which is very disruptive already on one of NZ's busiest roads down to one lane - has the impact on Retailers with no customer car parking been risk assessed? We do not support a rates increase for this submission traffic lights, suggest funding could come from the Arts budget.

**SUBMISSIONS RECEIVED ON HAREWOOD ROAD, GARDINERS ROAD, BREENS ROAD INTERSECTION**

June 2019

ID	First name	Last name	Name of organisation (if applicable)	Option 1: Left in/left out with signalised pedestrian crossing	Option 2: Traffic signals	Leave intersection as is	Comments - Please provide any feedback
24782	Carl	Scarrott		3	1	2	<p>We are regular users of this intersection. There is no doubt that this is a risky intersection. We wish to see traffic lights installed on the junction to improve safety. This option will solve the stated issue, but will also have secondary benefits to reduce the general speed undertaken on Harewood road. In the last year a Stuff article reported from a speed enforcement session on Harewood Road, which had a large number of excess speed enforcements issued and a high proportion of road users exceeding the 50km/h limit. The evidence presented in this article is entirely consistent with our personal experiences on this road.</p> <p>The option of left-in and left-out does not really solve the problem it will simply shift the problems further up/down the road. There car parking on either side of Harewood Road is often full during peak times (since the Copenhagen Bakery opened) near this intersection, with lots of car movements and people crossing. Similarly close the Elephant Park. This option would force a lot of U-turns on Harewood Road, which when combined with the frequently observed excess speeds, pedestrians crossing between parked cars and busy conditions due to full on-street car parking with its necessary movements in and out is a recipe for disaster.</p> <p>The increase in cycle usage (a good thing!) on Harewood Road which is being lauded by CCC also leads to the full traffic light option being the best, as combining regular U-turns with cyclists in such tight and busy road spaces is also highly risky.</p>
24780	Andy	Graham		3	1	2	<p>I cannot understand how anyone came up with option 1 (left in/left out). The person surveying traffic movements didn't do a full week and/or full days.</p> <p>Option 1 is the most stupid idea I have seen from the Council.</p> <p>If money can be found for traffic lights on Papanui Rd (outside St Andrews) &amp; Sawyers Arms Rd (outside Papanui Club) money should be found for this intersection - has more schools &amp; traffic to consider than the other 2</p>
24779	R J	Hey		3	1	3	<p>To expect motorists to make left turn from Gardiners/Breens Roads &amp; travel 300-400m crossing 3 lanes of traffic then attempt to U Turn, waiting for traffic to complete the turn then crossing 3 lanes to complete the left turn. There will be endless rear ending crashes while traffic is stopped waiting for the turn. I also for see speeding traffic on Harewood Rd striking traffic crossing the lanes to complete the left turns. With lights activated by traffic it will allow reasonable wait times for traffic to cross. Unfortunately there will always be idiots trying to beat the red lights but I consider this a lower risk than option 1.</p>
24777	Allan	Bailey		3	1	3	<p>Option 2 would be the best solution for the intersection</p>
24776	yvonne	evans	MS	3	1	3	<p>The length of time one must wait to cross safely would equal the length of time one would have to wait with lights. Trying to cross over both roads in to Breens Road is virtually impossible with cars turning into Gardiners Road and also waiting for both roads both ways to be clear enough. It's like Russian roulette! Never seen pedestrians trying to cross the road. Would love the lights for all to travel safely! A long term solution whereas the other solutio may need upgrading further down the track?</p>
24775	Hong	Xiao		1	2	3	

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24774	Penny & Nick	Ball		1	3	2	<p>Penny Ball's Comments:</p> <p>We have many cars speeding down Raleigh Street at all hours. Night and day. Most of these are at very high speeds. Due to this being a short cut and such a long straight road it would be best to have speed bumps or islands in place. This is a very busy pedestrian area with the park, YMCA, Library and Scouts Club. It is also a street with mostly young children or elderly who spend a lot of time on the streets. Many schools nearby. We have been very worried and know it is only a matter of time. These changes will likely worsen this.</p> <p>Nick Ball's Comments:</p> <p>I/We agree this intersection needs to change.</p> <p>I/we believe option 1 is the best option for Harewood Road as it does not slow such a busy area whilst helping in every other way. There is plenty of possible other routes for vehicles to take which are of small inconveniences (if any) which locals who it will effect will get used to. We believe it to be best; safest, most efficient, convenient and cost effective option.</p> <p>As there is two of us, please count this for Nick Ball also please, same address, [REDACTED]</p> <p>Option1</p> <p>Option 2</p> <p>Option 3</p> <p>(Penny's choice is marked above our comments)</p>
24773	Phil	Millar		3	1	3	<p>The best and logical choice is traffic lights, option 2 is future proofed, considering the development of new housing along Gardiners Road and Claridges Road, now and in the future.</p> <p>n.b. I would like to invite the decision makers to join me from 7:30 am until 9:00 am, to try and drive - cycle or walk across this intersection from Breens Road or Gardiners Rd, crossing Harewood Road. I invite you to join me and you would physically experience how dangerous it is! Get out of your ivory towers and join me?</p>
24772	Colin	Russell		3	1	3	Traffic signals the best way and the only way to go.
24771	Valerie	Hobbs		3	1	3	

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24763	Wayne	Riggall		3	1	2	<p>I have lived in the area for 12 years and use the intersection daily. The peak times of travel are, of course, the worst times to use the intersection. During the last 12 years the volume of traffic using Gardiners Road has noticeably increased (particularly at peak times). We now even have delays turning left out of Hussey Road some morning as so many cars/trucks are coming off Johns Road. Currently I find the safest strategy at the intersection is to turn left and use the U turn bay a little further down Harewood Road and double back to go down Breens. This too has become more dangerous as the volume of traffic using Harewood to travel towards State Highway 1 has increased.</p> <p>The worst part about using the intersection is the anxiety caused by not knowing if or when a safe cross can be made. This anxiety is shared by all drivers and causes increased tensions and erratic behavior. Foolish and dangerous actions are a daily occurrence and fear of being involved in or witnessing an accident causes much anxiety among the family occupants of the car.</p> <p>I support the traffic light option because it will reduce/eliminate anxiety by virtue of the fact that there will be certainty that I will get a fair opportunity to cross the road safely. It may not necessarily reduce time to cross but I would rather plan to spend X minutes at the crossing knowing that I will get a fair chance to cross safely than the stress of knowing that I will spend X minutes at the crossing and that the lives of my family and I may end there.</p>
24758	Ariana	Tune		2	1	3	<p>We have lived here for 15 years and U turn bays are a pain on Harewood Rd, I have seen so many near misses. A signalled pedestrian crossing will cause the intersection to be blocked with backed up traffic especially during peak times. I think there needs to be signals so I think traffic signals are by far the best and safest option. Having a daughter who went through Breens I have been on the receiving end of some crazy driving straight across the intersection.</p>
24757	David	Newsham-West		1	3	3	
24756	Carol	Roche		3	1	3	
24755	John	Roche		3	1	3	<p>We have lived in Harewood and Bishopdale for 40 years ....and have got to the point where we avoid this intersection if we have to cross Harewood road.it is a very dangerous intersection and needs lights.....the intersection is so wide and with 4 lanes to watch it is a recipe for disaster. Please spend the money and put in lights!!</p>
24752	Murray	McEwan		3	3	3	<p>I use these intersections every day both going to work and returning home. I do not like any of the options proposed if I understand them correctly. My bottom line is that there has to be the facility for a right turn from Harewood Rd into Gardiners Rd: NOT just for buses! There is also currently a problem turning left into Harewood Rd from Gardiners Rd as you have stated with visibility but also with what drivers do. Sometimes when a driver is attempting to cross Harewood Rd to go to Breens Rd they go left of a driver attempting to turn from Gardiners Rd right into Harewood Rd. This then closes off cars who want to make a left turn from Gardiners to Harewood. As I see it none of the proposed suggestions is a significant improvement from what we currently have. I have also never agreed with the short sightedness of allowing cycle lanes to impede any traffic flow.</p>
24751	Faye	Marriott		2	1	3	<p>We see traffic lights as being the safest option for both cars and pedestrians to negotiate this intersection. It would be irresponsible to leave this intersection as it is.</p>

**SUBMISSIONS RECEIVED ON HAREWOOD ROAD, GARDINERS ROAD, BREENS ROAD INTERSECTION**

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24750	William	Peirson		3	1	2	<p>Thank you for the opportunity to comment.</p> <p>You infer in your report that the volume of traffic on Harewood Road may decrease. [viz; 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).]</p> <p>I predict that traffic, particularly commercial traffic may INCREASE, when Bunnings Large (&gt;8600 sq m) Warehouse, on Orchard Road, begins operating later this year. Ref. Plan Change 84 Special Purpose (Airport) Zone. The planners don't appear to have taken this into consideration.</p>
24748	Anette	Kingdon		2	1	3	<p>In the soon three years I have lived in the area, I have not yet been able to make a right turn onto Harewood from Gardiners Road. I go left, and use the first bay to do a U turn. Annoying, but a necessary evil as traffic during morning and evening rush hour necessitates this. A traffic light would make all the difference.</p>
24747	Trish	Naysmith		2	1	3	
24739	Hazel	Shaw		3	3	3	<p>After attending the meeting on the 21st. I can see both sides of these plans. I'm not sure either will work? Both plans will affect me the most? What I would like you to do, is to have an engineer &amp; a Police Officer back up my drive at peak time, and see what I see. You are more than welcome to come in. Please think about it. In an unmarked car. The only thing I don't want is more trees.</p>
24738	Matthew James Henry	Eade-Miller		2	1	3	<p>Left as is someone's going to get killed on that intersection,</p> <p>I've had numerous close calls, my friends and family have as well.</p> <p>My Grandfather in law had his car totalled when someone drove into his car on that intersection, something has to be done.</p>
24736	Tessa Muir & Hayden Cropp	None		3	1	3	<p>We regularly use this intersection to cross from Breens Road on to Gardiners Road.</p>
24735	Graham & Sandra	Sanders		3	1	3	<p>As you can see our first option is option 2, but if it going to take years for lights, as stated, for funding etc., option 1 is a close second.</p> <p>Another car crash has occurred on Tuesday 14th May 19 at 8:45 am the cars were badly damaged. Accident risk is high, the NZTA crash CAS and KiwiRap, their tools are broken! we are disappointed with the so called analysis. 17 reported accident between 2008 - 2017 seems very low, we have lived within 200 meters of the Harewood / Breens / Gardiners Rd intersection for over 18 years maybe 50 or more would be accurate. Well done with the advantages / disadvantages, we do not think people will be fooled by the figures provided.</p> <p>Option 1 - U turns on Harewood Rd, is quite dangerous, the trees cut the views of on cumming cars, not a good idea. Option 2 is the only option for safety. Safety is paramount. Christchurch is a beautiful city, with it's trees, but please use common sence, when planting the trees along the a median strip, it will vut the views of on coming cars. The trees that are already on Harewood Rd do the exact thing, cut the views. (Not a good idea)</p>
24734	Chris	Castle		1			

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24730	Michael	Galambos		1	3	2	<p>Christchurch already has one third of all the country's traffic lights with more continually being added to the detriment of traffic. I believe a signalled intersection is not required and the majority of disruptions at this intersection could be remediated by people better planning their trips/routes. The left in/left out option would necessitate this improved planning.</p> <p>Given that as previously reported in the press the project does not meet NZTA funding thresholds I am against the signalled crossing as allocation of \$1.2M fully funded by Council prevents the spending of \$2.4M elsewhere on a project that meets funding thresholds.</p>
24726	Vicky	Vincent		2	1	3	<p>I turn from Gardiners Road onto Harewood road between 2 and 8 times and it is a terrible intersection. Closing the median would force cars down Cotswold Ave where there is a busy primary school, or onto Sawyers Arms road where turning tight back onto Gardiners is a nightmare because there is no turning arrow and the traffic is so heavy now that cars are forced to turn on red lights in order to get around.</p> <p>Harewood Road is especially bad for speeding. There is a 50km speed limit but NOBODY ever travels at 50km an hour. Having traffic lights in the middle of the straight will force cars to slow down.</p> <p>It cannot believe that traffic lights were installed on Papanui Road outside St Andrews College so that Secondary school pupils can cross a 2 lane road, but Harewood Road still does not have them even though there is a primary and intermediate school within walking distance and a 4 lane road.</p>
24722	Sally	CHing		3	2	1	
24718	Hellen	Donnithorne		2	1	3	
24717	Neil	Neumann		2	2	2	
24716	Sharon	Simon		3	1	3	<p>This is an intersection at present I avoid unless turning left. I have watched people trying to cross 4 lanes of traffic to go straight through, often risking a collision. It is a busy intersection and I believe traffic lights will reduce the risk of an accident. It is crazy that it has been left so long to fix. Just because there are no reported accidents does not reduce the risk of one happening, people get frustrated and take risks. Please improve this intersection and put in lights</p>
24714	Teresa	Rickerby		1	3	3	<p>I fully support option 1, this intersection is dangerous for traffic and pedestrians who are more often than not children getting to school and back. I would like to see the impatience and frustration seen regularly by drivers at this intersection reduced by the above change. Safety and accessibility can work together.</p>
24711	Mike	Calvert		1	2	3	
24709	John	Doyle	n.a	2	1	3	<p>I lived near the intersection for 28 years. It was always a dangerous one to cross. I often avoided crossing it. Parents taking children to Breens intermediate had to go that way and if you stood near the intersection for any length of time you saw near misses and people taking risks. The traffic flows have increased. Now traffic flows in via the northern motorway and via Styx Rd increasing the peak time flows and danger. The Sawyers Arms Rd Gardiners has traffic lights Harewood Gardiners needs them as badly. A lot of the crashes were unreported as they were non injury but crashes non the less</p>
24708	Adrienne	Doyle	N/A	2	1	3	<p>We lived close by for 28 years with 3 children attending Breens Intermediate school, the heavy traffic volume using Harewood road made crossing the road difficult &amp; dangerous.</p> <p>We saw the remnants of many accidents and saw many near misses.</p>

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24705	Alan	TUNNICLIFFE		3	1	2	In my opinion, there is only one sensible option to resolve the problem with this very dangerous intersection and that is to put in traffic lights.
24704	Victoria	Boyd		2	1	3	
24703	Harry	Soper		2	1	3	
24702	Debbie	Soper		2	1	3	
24701	Doug	Soper		2	1	3	
24700	Karl	Nuku	Mrs	3	1	3	Having lights at this intersection is the only option that makes any sense. Being someone who uses that intersection multiple times daily, it can't be left as it is and option one is to be honest is ridiculous and a waste of money. That design has not come from someone who uses that intersection daily. Not having a right turn from Harewood onto Gardiners!?! Have you not seen the amount of traffic that take that turn? I would make the other two intersections at either side a disaster too and send people up Cotswold Rd, past a school, creating other issues. Having lights is the only option that is viable in my opinion and will help alleviate issues that are already happening at other surrounding intersections, caused due to people avoiding the Harewood/Gardiners intersection.
24695	Grant	Cooper		2	1	3	
24694	Gayle	Cooper		2	1	3	
24692	Tim	Jones	Jones&Wyatt Construction Ltd	3	1	2	I have had an accident here in which Traffic lights most likely would have prevented and have seen many near misses, Traffic lights is the only answer
24691	ROGER	CLARK	-	3	1	3	I feel strongly that the cheap option 1 would be inadequate so I much prefer option 2, traffic lights.  This is a very dangerous junction so it deserves to have some money spent on it.  Closing off the straight ahead option in 1 also closes right turn options which would be well served by traffic lights.
24690	Keith	Hague		1	3	3	Please make sure the raised hump in Breens Road is far enough off the intersection for cars to queue.  Also, restrict parking out side 436 - 438 to allow more room for the turning traffic.  No need to put more trees in the middle median strip, it is great to have so much visibility at this intersection.  Speed signs on Breens Road to advise motorists that it is a 50 KPH zone, currently there are none along the road at all, even with a school on the road.
24689	Lyn	Hawke		3	1	3	OMG Its a no brainer. Traffic lights are the only option for this extremely dangerous intersection.  13 Traffic lights for a cycle-way????? We are not Amsterdam and never will be like it!!!!
24686	Robert	Floris		2	1	3	As detailed in my original submission, this is a dangerous intersection and whilst your numbers of accidents might not support this I believe it's because locals like us would rater take a longer alternative route to avoid this intersection. Traffic lights is the obvious solution.
24682	John	Ngo		2	1	3	



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24681	Edmund	Yek		2	1	3	
24680	Dorothy	Yek		2	1	3	We must have traffic light!!!
24679	Paul	Campbell		2	1	3	A very dangerous intersection, particularly at peak traffic times. I have witnessed one cyclist get knocked down by a car seen many close shaves.
24678	Peter	Moore		1	3	3	<p>Firstly, the existing situation is very difficult for traffic crossing, or turning right into, Harewood Rd. It needs to change.</p> <p>For option 1 vehicles travelling west from Bishopdale to Gardiners Road would have to go via Cotswold Ave and Fairford St. This seem impractical. It will also put a lot of traffic near Cotswold School. If they miss the turn into Cotswold Ave, the next option would be Crofton St and Sawyers Arms Rd.</p> <p>If option 1 is chosen, then there needs to be a U turn lane about 100 - 200 metres passed the intersection so that vehicles can come back to a left turn in to Gardiners or Breens Rds.</p> <p>One other option is a traffic island / roundabout at the intersection. That is my preferred option.</p>
24677	Edmund	Yek	'SubmitChange' is required To Update Record	1	3	1	
24676	Simon	Gulliver		1	2	3	U turn slots will cause major disruption to traffic following, risky behaviour will still happen as people are impatient. Make Harewood road single lane instead of dual carriageway and put a cycle/bus lane in the space remaining.
24675	eileen	king		2	1	3	
24673	Douglas	Millar		3	1	3	
24672	Donald	Morrison		3	1	2	Dont forget Counsellors, He who pays the piper picks the thune.
24671	Mike	Lew		2	1	3	As there are new housing developments in this area traffic will continue to increase and cause further issues. The intersection needs traffic lights as a long term solution.
24668	Donna	McLachlan		3	1	2	<p>Gardiners Road is now a major thoroughfare for people to get to Northwood etc. If you remove the right turn (from Harewood) and straight across (from Breens) this removes that access. This will divert traffic to other smaller side streets, one being Cotswold Ave which has a Primary, Pre school and Kindy. We should be looking to decrease traffic flows around schools, not increase it.</p> <p>The "safe U turn slots" are anything but safe it is the only other option than going straight though the interaction, which is just too risky at times. I have seen at times more than 6 cars waiting to U turn. I have a larger family vehicle which cannot safety use these. While waiting the tail end of my car would sit out in the lane thus obstructing traffic and if someone had parked on the road opposite I would have to do a 3 point turn to get around. The area opposite these should be made yellow lines so it it easier for larger vehicles to turn safely.</p> <p>The intersection of Sawyers Arms and Gardiners Road use to be a dangerous intersection, which I tried to avoid, but once lights were installed there it is now safer and wait times are minimal, even during peak traffic. It only seems logical to install lights at Gardiners and Harewood Roads making one long straight road heading north through the suburbs thus avoiding having to go all the way down to Main North Road or Johns Road (which you now cannot exit to get to Northwood). Since the Johns Road entry was removed there are only 2 ways to enter Northwood when coming from the</p>

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							<p>South. Hussey Road via Gardiners Road and Northwood Boulevard via Main North Road. This has increased the traffic flow and since there is another new sub-division going in on Gardiners Road, this will increase it even more once this has been completed.</p> <p>If the median strip is introduced how do you stop people from using the bus turning lane?</p> <p>This should be set up for all traffic to turn as this turn is used by a large amount of vehicles and is the logical and safer options than going down Cotswold Ave or Crofton Ter.</p> <p>It was mentioned that traffic would back up at traffic light, if installed, but I think this would be the same if the road is narrowed to only 1 straight though lane. You are asking people in 2 lanes to merge together to pass the entrance of Gardiners and Breens and then move back to 2 lanes, whenever there are roads the merge from 2 into 1 everything slows down and its congested.</p> <p>Median Strip is not the answer, if the council is not going to back Traffic light which is the most popular option, then leave the intersection as is.</p>
24662	Chris	Hay		3	1	2	
24660	Harrison	Smith		2	1	3	
24658	Bill and Robyn	Hayes		3	1	3	<p>This is a no brainer. The way this intersection is now is so frustrating. The traffic is only going to increase in this area with 2 new subdivisions in Gardiners Rd in progress. Traffic lights are essential!!</p> <p>Option 1 is never going to work, no turning lane at the break in the island on Harewood Rd will block the right lane (both directions) causing back log of traffic, who ever thought of this option obviously doesn't use this intersection twice a day like most of the drivers in the area. Gardiners Rd traffic has increased dramatically due to the build up at the Sawyers Arms Rd roundabout on the new expressway.</p>
24655	Homi	Dalal		3	1	3	<p>This option was suggested last council elections and went nowhere. Lets do this before a few more lives are lost. Instead of wasting money on nonsense beautification or select projects this safety concern should be afforded much higher priority.</p>
24654	Andrew J	Franks		1	3	2	<p>I don't particularly like the idea of a lane drop [East/West].</p> <p>Nor do I don't believe this will cost \$400k with the inclusion of pedestrian lights.</p> <p>Most of this could be achieved with traffic calming and sealing off Nth/Sth movement.</p> <p>I've attached a pic from Dunedin. I cant believe what a difference these guide markers made to this area. It makes it instantly obvious where you can [or can't go] and if you chose wrong you have to stick with it.</p>

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24653	Eileen	Mackie		3	1	2	I strongly support traffic lights. If no lights leave it as is! I use this intersection at night coming home from work between 5-6pm. It is chaotic and needs the structure of lights to calm everyone down. At least with lights you know you will get your turn (no pun intended :) I really don't like the other option as it will force cars down side streets and create chaos in the turning bays. I don't think there's enough room for this option.
24646	Nicole	Vivian		2	1	3	
24645	Mark	Hedley		1	2	3	THIS INTERSECTION NEEDS URGENT ATTENTION.
24643	Selina	Clifford		1	2	3	
24642	Stephen	maguire		3	1	3	Put a set of traffic lights up so it helps everybody don't worry about the cost because trying to cross this road is the biggest pain in the ass ever and if you think it's ok to sit there for 15 to 20 minutes just across the road think about the cost of the fuel and the environment
24641	Anthony	Dawson		3	1	3	Traffic lights! I regularly go through this intersection in all directions, any other option would clog traffic. It's bad enough that the motorway regularly gets clogged up due to the roundabouts - we don't need the alternate road also being broken by another stupid decision
24640	Nicki	Dawson		3	1	3	Traffic lights are needed to stop traffic being clogged up and safe to turn at.
24639	Tracy	Hatton		1	2	3	
24637	Maree	McEwen		1	2	3	
24636	Stacey	Morrell		3	1	2	
24635	Jacqui	Anderson		2	1	3	I believe the lights would be the safest. Left in and out only will mean we will use other side streets more, one being Cotswold Avenue which has a primary school on it, which will make that dangerous for school.
24633	David	Leadbetter		3	1	3	This intersection is extremely dangerous and have witnessed many near accidents from impatient drivers trying to cross at peak traffic hours.
24630	donald	offwood	nil	2	1	3	
24629	Allan	Middleton	Retired	3	1	3	Traffic signals must be installed
24627	Chris	Kingdon		3	1	3	I think this intersection is one of the most dangerous in Christchurch. I use to drive for Redbus, instead of going straight across, i would turn left down to round about and back up the other side and turn of left. Far to dangerous to try and cross four lanes of traffic with a school bus.
24626	Brian	Langton		3	1	2	I have lived in this area and moved through this intersection almost every day for 43 years. Option 2 is the only sensible option. Traffic flow is only going to get worse. There is no point placing a band aide over a gaping wound. The cost should be irrelevant. Peoples lives are at stake.
24623	S	Croft		3	2	1	I use this road frequently, driving, walking, biking and running and I believe that speed is a major (if not the sole) factor. People go WAY over the 50km limit, (this includes trucks, cars, buses and anything else that has a motor) they do not stop at the stop signs either. Instead of a knee jerk reaction, I would suggest this road needs to be policed for speeding, etc for a period of at least 6 months and only then should feedback be sought after the findings have been made public. And during this time people get pulled over for not driving to the road rules and told what they are doing wrong!  I personally believe that there are always ways around things - a 2 minute detour makes more sense then getting road rage and causing an accident. You can't fix stupid and that's what the problem is - people are incredibly self centered and

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							<p>seem to have absolutely no common sense now and it seems that if they can't get what they want then they'll throw their toys out.</p> <p>Kids also need to learn how to cross roads WITHOUT looking at their cell phones and other distractions, they need to realise they need to look many times before stepping off the curb and continue to do so while crossing. (common sense really and something the parents should have taught their kids....)</p> <p>Harewood Road works - it does NOT need to have lanes reduced (it is not broken so leave it alone!) it does not need to have the median strip in the middle extended so people create more bottle necks further down the road - that is a recipe for disaster.</p> <p>What it needs is for people to accept their part in this and slow down, use their brains, and hey, take a 2 minute detour - simple.</p> <p>My next option would be lights but ONLY as a last resort.</p> <p>DEFINITELY NO to extending the median strip.</p> <p>Council for once please listen!!</p>
24622	PH & DM	Steel		2	1	3	<p>Please put in traffic lights. We have had several near misses at this intersection. The lights will assist traffic coming onto Harewood Rd from Leacroft / Trafford / Nunwick Blvd and Woolridge Rds. There is always a lot of traffic at Copenhagen Bakery so the left out would make the turning bay outside there a nightmare. Traffic lights with pedestrian lights will be a huge help for the school children.</p>
24621	Robin	Frost		2	1	3	
24619	Garry	Whitaker	Floorpride	3	1	3	<p>This is a very bad intersection. We had a lady go thru the stop sign when I was younger causing a three car accident.</p> <p>The passenger in the lady van receiving a broken arm and we had chest bruising from the seat belts</p>
24618	Mary	Gavin		2	1	3	<p>Lights would help out other streets off Harewood Rd e.g. Cotswold it would give a break in the traffic so we can do a right hand turn onto Harewood Rd or turning left onto Harewood Road. Also turning right from Leacroft Street. Lights will have pedestrian crossings and also safer for bikes. Left in and out would make people complete U turns further up Harewood Rd making it more dangerous.</p>
24617	B E	Ferguson		3	1	3	<p>I feel a set of traffic signals as there are so many crashes at this corner. Turning right into Gardiners Road from Harewood Road is nail biting stuff. Lights would help keep traffic under control.</p>
24616	Sitammal	Cochrane		3	1	3	<p>It's very hard to turn right from Breens Road, very dangerous, need traffic signals, Thank You traffic lights &amp; pedestrian crossing.</p> <p>It's really important, as a local residents.</p>

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24615	Lee & helen	Johnson		1	2	3	We live on Gardiners Rd & would love to see this intersection become safer but also would like to reduce the amount of heavy vehicles travelling down Gardiners Rd. Our section of the road was badly damaged in the earthquakes & has been "dug up/fixed" many times & there are many uneven patches. The heavy vehicles are noisy & vibrate/shake our home & also there is no need for them to go down Gardiners Rd as Harewood & Sawyers Arms are the "main" access roads. Option 1 would be the best option as traffic lights would increase our traffic & become a short-cut & increase congestion in this area. Gardiners Road would need to be re-surfaced to cope with the increased traffic * other intersections like Wairakei/Breens Rd improved to cope with this too. The traffic lights on Gardiners/Sawyers Arms Rd have improved traffic conditions but many drivers speed up to make the lights & run red lights on every light change. Traffic has also increased due to the new land development on Highsted Rd. Drivers still short-cut down Crofton Rd & Cotswold Ave to avoid congestion & certain turning options. Option 1 is definitely the better & safer option.
24614	Valerie P	Goman		2	1	3	I have lived at [REDACTED] Dulcie Place, Harewood, Christchurch, 8051 since 1989 I cannot even guess at how many accidents or near accidents there have been on that terrible intersection I certainly avoid it all the time. As far as I can see the option for traffic lights is the only one to consider.
24613	Bruce	Wickett		1	3	2	<ol style="list-style-type: none"> <li>1. The U turns on Harewood road need to have vehicle turn in bays to allow the straight thru traffic lane to flow without stoppages.</li> <li>2. The proposal to put trees on the new median need to be of a size which DOESN'T effect vision now or in 30yrs time.</li> <li>3. The left turns in and out of both Breens and Gardiners roads are a good solution for this intersection.</li> <li>4. Your proposal for pedestrian lights and Island are a sensible option.</li> <li>5. There needs to be adequate roadside parking spaces for patrons of nearby businesses.</li> </ol>
24611	Susan	Whitaker		3	1	3	<p>This has been a very dangerous road for many years. My in-laws had a car drive into them way back in the 1970's. It is just getting so busy on this road as many cars are being fed from the motorway onto our smaller streets. The problem is only going to get worse unless something like traffic lights can be installed there.</p> <p>On another note the lights on the corner of Harewood and Greers Road, there is a right turning arrow light that never works, many people are having to turn on a red light, so dangerous at anytime of day.</p>
24610	Phil & Ann	Plunket		1	3	3	<p>We live in Pasadena Place and use Breens Road if we wish to go Riccarton and CBD. I agree with option One provided the U-Turns are improved to provide a extra right hand lane allowing cars wishing to make a turn are able to move over to the right so that the traffic in the right lane will be able to flow. You mention if traffic lights were installed traffic would back up to Crofton Road- this would also apply if the u-turns are not improved - improve the u-turns same as u-turns on Russley Road. This involves the removal of several trees but if you wish to progress then some trees must be removed.</p> <p>The present u-turns are already an accident waiting to happen - even today 2 cars wished to turn near Continental Caters almost caused an accident. With increased traffic the position would much worse.</p>
24609	Hilary	Roberts		1	2	3	

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24608	Adrienne	Matthews		3	1	3	I cannot believe you are even considering making everything left turn only. I use this intersection a lot, normally turning right. Option 2 really is the only option that should be considered. Even option 3 is better than option 1 but is certainly not preferred by us. Can you please just do it properly once and for all. What an absolute waste of money option 1 would be. Of course no options would be foolproof. There are always idiots out there. However lights would make it a heck of a lot better than it currently is.
24607	Scott	Wallace		1	2	3	
24606	Esther	Schwartfeger	Mrs	2	1	1	This is a very dangerous intersection as people try and judge if they can make it across 4 lanes in between traffic. I travel to work every day and I turn left at this intersection then right into Leacroft street and left into Isleworth Road and right into Farrington Ave and left into Wairakei Road because it is too hard and takes too long to cross Harewood Road. If we had traffic lights there I could go straight through safely and just turn left into Wairakei Road. On my way home from work I see many cars that are trying to cross Harewood road to continue on Gardiners Road but this is impossible after 4pm so they turn left at Harewood Road and do a U turn at the island and then a left turn into Gardiners road just to cross Harewood Road. This is crazy! When traffic lights would solve the problem safely. Please, please, please put in traffic lights!
24603	Wayne	Boyd		3	1	2	The council is determined to make driving around our once lovely city as awkward as possible! Please go with the lights option to make it safe and please make the speed limit 60 km/h like it rightly should be.
24602	Beverley	Dickson		3	1	3	Would be much safer to go airport or, Wooldridge Rd for sports etc.  It was much safer when Gardeners /Sawyers Arms Rd installed lights.
24600	Lynne	Parker		2	1	3	
24599	Sarah	Frost		2	1	3	
24598	Richard	Collett		1	2	3	
24597	Jessica	Collett		1	2	3	
24589	cameron	tyler	goldpine	3	1	3	traffic lights only is my decision of choice! due to practicality.  I would not have voted for option 1 or 3 if there was a choice.
24588	Brendon	Tate		1	2	3	I think option 1 would be fine but another option i thought could of been added is a roundabout as this would control the traffic, but also allow traffic to be free flowing.
24586	william	Davison		3	1	2	

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24585	Janice & Robin	Sides		3	1	3	<p>Janice Sides</p> <p>Definitely Traffic lights with green arrow always on for turning. At the moment I go around the block to dodge crossing the intersection and so do many of my neighbours and friends. In the past I have seen many near misses so reason for dodging corner</p> <p>Robin Sides</p> <p>Gardiners Rd now has through traffic to North Rd &amp; lights at Sawyers Rd corner have made wonderful difference to safety. Traffic from the airport end of Harewood Rd make it difficult to get across Harewood Road and lights at the corner would allow every one a fair go. This cannot happen too soon.</p>
24584	Carolyn	Kett		3	1	3	<p>LOGICALLY!! Lights which have been suggested since 2000. Left in only creates more congestion as people choose to right turn further up Harewood Road. Save lives, insurance claims &amp; road rage and use common sense, PLEASE.</p>
24583	Carolyn	Thompson		3	1	3	<p>Traffic lights are the only option for this dangerous intersection.</p> <p>As a family we live off Gardiners Rd and none of us will use that corner if turning right or going straight ahead.</p> <p>Too many accidents have occurred with drivers becoming impatient.</p> <p>It is also used much more with traffic coming off motorway and down Gardiners Rd onto Harewood. If lights can be put at Sawyers Arms / Gardiners intersection surely they can be put at Harewood / Gardiners. Please don't let someone lose their life before this happens.</p>
24581	Ross	Meynell		3	1	2	<p>As someone who uses this intersection every day I believe Option 2 is the best option.</p> <p>I would rather see the job done properly which is what the traffic lights will do.</p> <p>I currently use the U turn as it is safer than trying to go straight thru to get to Breens Intermediate.</p> <p>Option 1 will result in a lot more cars using the U turn which will create bigger queues at the U turn.</p> <p>This effectively shuts down Harewood road to 1 lane at both these points which could be dangerous.</p>

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24580	Dennis	Parks		3	1	2	<p>The Harewood / Breens / Gardiners Roads Intersection</p> <p>In my opinion the problems associated with the area surrounding this intersection are:</p> <ul style="list-style-type: none"> <li>* It's a dangerous intersection with too many crashes</li> <li>* Too much speeding along Harewood road especially where the road has double lanes on each side</li> <li>* It is very difficult to make a right turn into Harewood Road from the other roads especially at peak times</li> <li>* Parking and erratic driver behaviour in the area near Copenhagen Bakery by drivers focused on finding a park. This is especially so when the option is to park on the side opposite the bakery and U turn slot which is too small to accommodate even a small vehicle which mean that either the front or rear of the turning vehicle blocks the straight-ahead traffic</li> <li>* Pedestrians have no safe place to cross</li> </ul> <p>Option 1</p> <p>If option 1 is implemented this would effectively restrict the area to Harewood Road only with traffic from the other road being able to join by left turn only. This would make the left turn option safer but would increase the pressure on the Bishopdale roundabout as the only turn right option.</p> <p>This option would have no beneficial effect on the speed problem.</p> <p>The installation of traffic lights for the benefit of pedestrians is a good safety feature for the pedestrians but it is restricted to a single crossing area.</p> <p>I do not think that this option has sufficient advantages over the current situation and it could make things worse because of the increased traffic flows that will be forced on other, often minor streets.</p> <p>Option 2</p> <p>As I see things this is the best option. It still allows for full traffic flow with the added advantages it would provide pedestrians with the same safe crossing as in option 1.</p> <p>The major cause of vehicle crashes at this intersection is traffic volume encouraging drivers to take risks so while option 1 would remove much of the risk from here it will just move the danger to other intersections. The traffic light option, especially if the is a right turn arrow to exit Harewood Road, appears to be the preferable option.</p> <p>Added to this it will have an additional benefit of slowing the traffic by breaking up the flow when a stop light encountered.</p>



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24579	Judy	van Beek		3	1	2	<p>I support option (2) with the intersection at Wairakei Road being upgraded at the same time to cater for the increased traffic flow with left and right hand turning lanes on Breens and right hand turning lane on Wairakei Road.</p> <p>If option (2) is not approved leave intersection as is, but with the addition of a light crossing for pedestrians like what has been put on Sawyers Arms Road.</p> <p>Don't waste time and with money with option (1). Borrow the money now and do option (2) as interest rates are at all time low. Costs will never get cheaper!! This option is not logical as you are shifting the problem to other streets and the option 2 will eventually have to be carried out so wasting money in the meantime.</p>
24578	louise	kett		3	1	3	<p>its ridiculous, convoluted and complicated having left in and left out.</p> <p>people are at risk so leaving at is is not a option</p> <p>to put lights in is the only option if you have common sense. they are sensed then it will not obstruct traffic .</p> <p>if there were a no vote option for options 1 and 3 i would have chosen it</p>
24577	Helen	O'Shea		3	1	1	Lights are the only thing required in and out all directions. Don't mess with trying to do anything else
24574	L	Meilke		3	1	2	<p>Last Tuesday another collision result 1 car write off the other? Why because one tried to cross and misjudged the others speed.</p> <p>If the median on Harewood Road closed we will no doubt see rear end accidents. Try turning left or right into those small bays on Harewood and see what your heart rate does when you look in your mirror at whatever doing whatever speed.</p> <p>The intersection will work with lights as well as Greers/Harewood and Sawyers/Gardiners and lots safer than at present.</p>
24573	Bev	Sunderland		2	1	3	Very dangerous corner. I avoid by coming down Crofton Road instead. But this is sometimes impossible to get out of especially around 4:30 pm - 5:30 pm. Another smash there a few days ago!!!!
24572	Mr John	Good		3	3	1	<p>The only problem with this intersection is traffic crossing or turning right from Breens or Gardiners Roads.</p> <p>I have lived in this area for 50 years, fully aware the dangers of this intersection for motorists &amp; pedestrians</p> <p>A well designed roundabout would slow traffic on Harewood Road East &amp; West</p>
24571	Aggie	Richmond		2	1	3	
24570	JM	Shaw		3	1	3	Frequently make a right hand turn from Gardiners Road into Harewood Road - rather risky. Traffic lights would be such a safe help.
24569	Paul	Donohoe		3	1	3	I prefer the traffic lights option, it allows safe crossing for pedestrians, and allows present traffic flow to continue as at present. I feel the first opt. encourages u/turns further up the road which can interrupt traffic flow and potentially move the accidents further along Harewood Road. I understand its more costly but in the long run with development of Langdon links shopping / commercial area the traffic crossing Harewood road towards this precinct may increase.

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24568	Bruce	Lord		3	1	2	I feel traffic lights are the only safe option as with the option 1 of left turns only it is going to push unsafe turns at the bays either end and push more traffic down Crofton Road and Cotswald Ave as the traffic that use to turn right into Gardiners Rd have only those options. Also when the intersection is not busy cars will still use the bus lane and still try to drive straight across. The Council has made this intersection more busy as they changed Hussey Road which was suppose to stay a dead end in the city plan and now traffic form Northwood use this road quite regularly. Traffic from Johns Rd into Gardiners was also not meant to happen so more and more vehicles are coming off Johns Rd as Sawyers Arms and Harewood roundabouts are such a bottle neck.
24567	Kate	Davidson		3	1	2	
24566	Zoe	Armon		2	1	3	
24565	Dawn	Hack		3	1	3	
24564	Kirsten	Clark		3	1	3	Thank you for consulting us
24563	John	Radley		1	2	3	Option 1 is the best of the options unless the whole of Harewood Road is done as well. This upgrade was mentioned in the paper a while back. Depends on when this will happen and safety in the meantime. Look at solving the gridlock on Sawyers Arms Road / Greers Road / Northcote Road.
24562	Elizabeth & Adam	Ferkatovich		3	1	3	We have lived in Harewood Road for more than 50 years and have seen many changes. The traffic is very bad now we need the traffic lights any other option wouldn't be any good. Safety is so important. So many people use our road now it has to be made safe for all. We would be very happy to see traffic lights installed as the most sensible solution.
24561	R T	Keen		2	1	3	I support the traffic light option because every one gets a fair turn eventually even though you may have to sit it out two or more light changes. I prefer to use light controlled intersections because they are controlled.  Option one may encourage drivers to travel faster than they do at the moment as they will have an uninterrupted run from Johns Road to Greers Rd and vice versa. I wish the Council well in it's deliberations and look forward with interest to the outcome.
24560	Keith	Cunningham		1	3		Having lived here for 3 years and not driving, being a pedestrian and using the buses. I would like to see a pedestrian crossing, however if I was driving I would go for option 3 as it is a busy intersection and I have witnessed several crashes there. Also with Breens Rd Intermediate close by a lot of kids have to cross Harewood Rd so something should be done for their safety.
24559	Reid	M L		1	3	3	Option - (left in / left out)  Use safe crossings already there, just paint zebra crossings - no need for lights (cheaper!!)  Crossing in Holland - away from corners - safer
24558	Rodney & Sue	Walker		3	1	3	We have resided in Harewood Road for 32 years and have noticed the massive increase of vehicles using this main route to join the Russley / Johns Road motorway, along with all the new additional commercial buildings continually being constructed increasing traffic flow substantially. Option two is the safest option @ Breens/Gardiners Road. But we stress right hand turning lights is a must. With great interest we note this system has just been installed in the new business park on Ron Guthrie / Road / Perimeter Road. Obviously without any delay

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24557	Beverley	Goodall		3	1	3	<p>Harewood Rd, Gardiners Rd, Breens Rd intersection - Traffic signals</p> <p>In response to the "Have Your Say" Information on the proposed options for making changes at the above intersection, I strongly support the installation of traffic lights at Harewood Rd, Breens Rd, Gardiners Rd intersection; and strongly disagree with the alternative proposal of "Left in, Left Out" with signalized pedestrian increase of traffic using crossing points. My reasons are as follows.</p> <p>The first paragraph, page 5, states that vehicles travelling from Gardiners Road to Breens Rd will need to use the U-turn slots provided on Harewood Rd. As a frequent user of Harewood Road this already presents an issue, with vehicles banking up in the right lane during high traffic times waiting for a break in the east-bound traffic so that they can make the U-turn, then going back to the Gardiners Rd point to turn left into Gardiners Rd; thereby impeding traffic flow in both lanes west-bound towards the airport. The same applies to vehicles wanting to cross over Harewood Rd from Gardiners Rd, needing to await a traffic break before turning left then utilizing the break in the median strip to turn right then immediately left into Breens Rd. With both options, this does lead to queues.</p> <p>Your point of possibly higher pedestrian I pupil usage with the proposed change to 'pedestrian lights only' with this change is only conjecture. Many parents are committed to personally delivering their children to the school gate due to safety concerns other than traffic; e.g. bullying, predators, drug-pushing (even at Intermediate school age). Furthermore, the diagrammatic representation of the changes proposed in this option and placement of the pedestrian lights present an impression of visual, if not also cerebral, overload to drivers unused to the complexity of it; as was the case on Sawyers Arms Rd just to the west of Sissons Rd into the Northland Mall precinct. As a Traffic Management System it appears unnecessarily intrusive into lines of vision when approaching the intersection and requires the processing of several factors simultaneously beyond the reasonably uncomplicated factors of normal traffic lights.</p> <p>Yet a further issue that has arisen because of difficulties of traffic flow at the intersection is that there has been a significant increase over the past decade plus of traffic using the much narrower Crofton Road to transit west bound from Sawyers Arms Rd, turning right at the Crofton/Harewood Rd T-intersection in order to access business premises to the west/northwest. At the more peak times there can be queue of up to 6 vehicles awaiting a break in the traffic in which to execute the right turn, leading to more than a few drivers trying to squeeze through on the left in order to turn left out of Crofton Rd, immediately go across as if into Trafford St, then swing sharply right to head west along Harewood Rd, all this in high traffic flow. Traffic lights at the Harewood Rd/ Gardiners Rd/ Breens Rd intersection may not necessarily eliminate all of these delays but would encourage and facilitate drivers to proceed up to the lights, knowing that they will indeed be able to cross the intersection.</p> <p>For myself, after the regular delivery home of a pre-schooler to Goya Place, off Gardiners Rd near Harewood Rd I have for a considerable time now made it a practice for safety and time factors to turn right out of Goya Pl into Gardiners Rd, then just before Sawyers Arms Rd turn left into Cullahill Rd thence up to Crofton Rd turning left towards Harewood Rd again. In doing so, also from observations when walking in the area, it is clear that a number of drivers use the Cullahill Rd option in order to utilize the traffic lights at Sawyers Arms Rd for a 'controlled' right hand turn because they have elected to avoid the non- traffic light controlled intersection and used Crofton Rd instead. Residents living in Crofton Rd have frequently observed cars travelling at excessive speeds along the narrow Crofton Rd, not a safe practice in such a narrow street with many families with smaller children.</p>

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							The option of installing traffic signals as per Option Two appears to be little or no more complex than the installation of the traffic lights at the intersection which I travel through daily nor the Gardiners Rd I Sawyers Arms Rd intersection which I use most days also. Thank you for considering these points.
24556	Sarah	Sonal		3	1	2	This neighbourhood has a lot of children and elderly. This intersection is so unsafe, kids having to run across the road as there is no close by safe crossing, elderly drivers not having the confidence to drive straight etc. It would be really silly to spend \$400,000 on left in/left out, which will only increase traffic on wairakei road, or increase u turns which are not being dealt with. It would be better to leave it as it is if that is the only thing you have money for. It needs traffic lights. Also removing bus services will cut off the less advantaged in our neighbourhood, including families and elderly that no longer drive.
24555	Brian	Hardaker		1	2	3	
24553	Elizabeth	Zou		1	3	1	It is a busy road, and drivers do U turns, left and right turns to serve their own purpose, which makes the road situation very complicated. Please think about all the people living on the Harewood street from Bishopdale mall to the junction. Everyday we need to overshoot a long way to do a U turn as there is no way to turn to their home! Please think about the senior drivers and young drivers are very scared to drive there and holding on the traffic. Most of the experienced drivers on this road are speeding. Overall traffitlight is a safer option and it will serve in the long run. Thank you.
24552	J & J	Mackey	NA	3	1	2	<p>Thank you for the opportunity to provide feedback on this proposal.</p> <p>We do not support Option 1 for the following reasons:</p> <ol style="list-style-type: none"> <li>1. Cars turning left out of Breens Road and wishing to travel into Gardiners Road will be forced to queue at the slot turn effectively turning Harewood Road into one lane at this point. This compounds an already extremely busy stretch of Harewood Road, as it is directly opposite the Copenhagen Bakery which generates a large number of vehicle movements with cars trying to park and pedestrians crossing at this point.</li> <li>2. It will slow down traffic coming from Breens Road forcing both left turning, and those wishing to travel into Gardiners Road or turn right, to use only the left turning lane. Currently there are opportunities for both a left turning car and a straight through/right turning to move at the same time.</li> <li>3. Option 1 seems short sighted given the increasing residential developments off Gardiners Road (bordering Highsted). There will be more vehicles negotiating this intersection as these new subdivisions fill up.</li> </ol> <p>We strongly support Option 2. While it may be significantly more expensive to install traffic lights as outlined in Option 2, this creates a much more effective and safe long term solution for vehicles, cyclists and pedestrians and will improve overall traffic flow.</p>
24550	Mark	Peters		2	1	3	Having resided in Charnwood Crescent previously I know how terrible this intersection is, something has to be done to improve it, best go with the full solution of traffic signals to get it right first time. Option 1 would be a real nuisance to local residents I'm sure. Get on with Option 2 now.
24545	Glenn	Corson		3	1	3	
24543	Karen	Sumner		3	1	3	Traffic lights are well overdue. How many accidents does it take to get them? This intersection is a deathtrap! Every time I cross over, I feel I am taking my life in my hands!

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24538	Kirsty	Donaldson		3	1	2	Traffic lights is the best option for safety for all, if not the intersection should be left as is, cutting off traffic is not ideal it will affect business and cause disruption to the surrounding side streets. Childrens' safety is important and lights are imperative.
24537	Katie	Donaldson		3	1	2	Traffic lights is the best option for safety for all, if not the intersection should be left as is, cutting off traffic is not ideal it will affect business and cause disruption to the surrounding side streets.
24536	Tessa	Donaldson		3	1	2	Traffic lights is the best option for safety for all, if not the intersection should be left as is, cutting off traffic is not ideal it will affect business and cause disruption to the surrounding side streets.
24535	Warwick	Brown		3	1	2	<p>I use this intersection twice a day every weekday and innumerable times every weekend. To suggest the restrictions to turning you're suggesting with the left in / left out option would really inconvenience me.</p> <p>To suggest moving the traffic volume to adjacent residential streets is bordering on irresponsible, as these are often winding and so have poor sight-lines and are both narrow and some contain schools.</p> <p>Or here's a thought..how about a roundabout? There's enough of them on Johns Road, which proves that the dual lane and traffic volume often quoted as reasons for not having one aren't the impediment they used to be.</p> <p>I find the suggestion that you expect the traffic to all go up Sawyers Arms Road is unbelievable, unless you're planning to double lane it and reseal it. It's currently a disaster, with most of the traffic consisting of heavy goods vehicles that speed up when they see an orange light, and a road surface that makes the moon look relatively smooth. Even with the lights it's 'interesting' crossing it.</p> <p>To sum up, I'd rather to either put in traffic lights, including turning arrows for peak flows, or just leave it as it is until the accident statistics embarrass you into action. I've seem enough near misses that it's only the width of the road and the maneuvering room that this provides that has kept the accident statistics so low.</p>
24534	Carlotta	Cialone		3	1	2	Don't do the left turn because it affects lots of people's everyday life. BE AWARE of school kids, the elderly and people with disabilities.
24531	Joanna	Ford		2	1	3	

**SUBMISSIONS RECEIVED ON HAREWOOD ROAD, GARDINERS ROAD, BREENS ROAD INTERSECTION**

June 2019

ID	First name	Last name	Name of organisation (if applicable)	Option 1: Left in/left out with signalised pedestrian crossing	Option 2: Traffic signals	Leave intersection as is	Comments - Please provide any feedback
24529	Brett	Martin		1	3	2	<p>Further to my submission (Reference number is 24350) I would like to add the following...</p> <p>After attending the information session held on 21 May 2019 and speaking with several of the traffic engineers and council staff present, I understand that some modifications to Option 1 may be able to be made.</p> <p>I would be prepared to support Option 1 in preference to Option 2, provided both of the following two changes are included:</p> <p>a) to allow ALL types of traffic to turn right from Harewood Road into Gardiners Road. Normal right traffic does not need to activate the Pedestrian lights (as is proposed for Buses) because this is a completely safe and easily executed turn</p> <p>b) to provide lead in lanes into both the nearby Harewood Road U-turn slots</p> <p>Ideally, the existing turning lane allowing traffic to turn right from Harewood Road into Breens Road would also be included in Option 1. However, I suspect this may not be compatible with the proposed Pedestrian lights.</p> <p>My reasons for supporting such a modified version of Option 1 are detailed in my earlier submission.</p>
24528	Peter	Haddock		3	1	2	What about a roundabout option ???
24527	Mel	Haddock		2	1	3	
24526	Victoria	Hay		2	1	3	<p>I am NOT in favour of Option 1 as it will result in long queues of traffic trying to use the U-turning bays on Harewood Road during rush hour. A large amount of traffic already purposely avoids this intersection during peak times as it's impossible to get across Harewood Road, and turning right into Harewood Road from Gardiners or Breens Road during peak times is just about nigh on impossible! I have seen so many close calls between cars and between cars and pedestrians and have seen a number of smashed up cars at this intersection. It's only a matter of time before someone is seriously injured or killed. People get so frustrated with the delays waiting to a suitable gap in the traffic where they can get across FOUR lanes of traffic. People then take unnecessary risks due to their frustration. It is absolutely ridiculous that traffic and pedestrians have to negotiate FOUR lanes of traffic on such a busy road and main arterial route into and out of the city. It is worth the additional investment with the installation of traffic lights under Option 2. I can see that if Option 1 is put in place that this won't be the best solution in the long run and then additional investment will be required to put in place Option 2 as originally proposed. Going with Option 1 will just push more traffic into using both Crofton Road and Cotswold Avenue, which has Cotswold Primary School on it, to avoid having to use the Left In/Left Out options. As a result you will then have traffic trying to get across FOUR lanes of traffic from Cotswold Ave and Crofton Road. People are going to get extremely frustrated at having to do U-turns in Harewood Road and having to double-back on themselves to get where they are going. The U-turn bays along Harewood Road aren't big enough and can only take one car at a time in them which will result in queues of traffic back along Harewood Road as people try to do a U-turn, particularly during peak times. You can't compare this to Memorial Avenue as the U-turn bays along that road are pretty much for residents to get to their properties on the other side of the road when coming from the opposite direction. There are numerous intersections with traffic lights along Memorial Avenue at all major intersections. So Harewood Road can't be compared to this in terms of the U-turn bays. There needs to lights installed at this intersection ASAP.</p>

**SUBMISSIONS RECEIVED ON HAREWOOD ROAD, GARDINERS ROAD, BREENS ROAD INTERSECTION**

June 2019

ID	First name	Last name	Name of organisation (if applicable)	Option 1: Left in/left out with signalised pedestrian crossing	Option 2: Traffic signals	Leave intersection as is	Comments - Please provide any feedback
24524	Bryn	Somerville		1	3	3	<p>I ride west along Harewood Road every morning to work (Tait Communications on Wooldridge Road). I favour Option 1. The Harewood/Breens/Gardiners intersection is not good for drivers waiting to turn right onto or cross Harewood Road. These people do get impatient and some of them set off when there's insufficient space, causing Harewood traffic to brake or swerve. As a motorcycle rider, I try to ensure there's a solid motor vehicle beside me in the right-hand lane when traversing that intersection, to act as a blocker if someone makes a charge out of Gardiners.</p> <p>The left-out-only scheme would eliminate this, although your plan maybe should include making the hook turn bays in the median strip longer so there's room for three or four vehicles to wait for to make the u-turn. Speeding on Harewood is a constant hazard and I suggest the Council continue to encourage NZ Police to target the road, particularly in the mornings. West of the Bishopdale roundabout, it is common to have traffic in the right-hand lane travelling at 65-75km/h. It makes it really dicey for people on foot who want to cross and no fun at all for cyclists.</p> <p>Traffic lights I think would be an over-shoot, particularly if your planners are correct that "changes to the wider road network over the next 10 years" will result in a drop in volumes on Harewood.</p> <p>By the way, I ride home east along Wairakei Road because the right turn onto Harewood from either Stanleys or Wooldridge can often be fraught, with the speed of westward traffic. I reckon most daily drivers work like this, devising routes which are maybe not the shortest point-to-point but which avoid spots of consistently higher risk, or long waiting times. I've been paying attention since hearing the consultation was coming and note that there are few days where I've seen queues of cars on either Breens or Gardiners waiting to cross or turn right onto Harewood, so I suspect most locals have found other ways so as to avoid having to do that. In contrast, further west on both Crofton Road and Nunweek Blvd (both the primary exits for fairly large areas of housing with fewer options to get out) there are regularly queues of four or five cars waiting to turn right onto Harewood. Regarding Crofton Road, Harewood becomes a single lane not far west of there and it would be simple to pull that lane reduction to about the Trafford St shops, and use the existing right-hand lane area as a melding lane for Crofton Road right-turners. You could do the same thing with the area now being used for the painted median to the east of Nunweek.</p> <p>Thanks for the opportunity to comment.</p>
24522	Peter & Faye	Addolph		3	1	3	<p>Option 2 is our preferred option. In option 1, by closing the median strip, the traffic flow from Breens Rd to Gardiners Rd &amp; Vice versus will be impeded &amp; forced either to U-turn elsewhere or proceed down to the Bishopdale shops roundabout. This will either cause a back up of traffic at the roundabout or u turn area adjacent to the Harewood Superette. It will also increase traffic flow along such roads as Crofton. I believe U-turn options are far more dangerous than traffic signal controlled intrsections.</p>
24521	Nona	Milburn		1	3	2	<p>I support the signalized pedestrian crossing as I have observed / and at times assisted children and elderly to cross. It can be confusing with cars coming from 3 directions.</p> <p>My objections to traffic lights is that they cause traffic build up at busy times. My observations is that the periods of heavy traffic on Harewood Road are relatively short.</p> <p>There is already a build up of traffic turning off Sawyers Arms into Crofton Rd then attempting a right turn into Harewood Rd (though limited to approx. 7:30 am - 9:00 am)</p>
24519	Andrew	Kerr		3	1	1	

**SUBMISSIONS RECEIVED ON HAREWOOD ROAD, GARDINERS ROAD, BREENS ROAD INTERSECTION**

June 2019

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24517	Bryan	Lawrence		3	1	3	It will be absolutely crazy to close the medium on Harewood Rd, at the intersection, Gardiners and Breens Rd. The only safe way is to install traffic lights. The traffic lights on Gardiners & Sawyers Arms work wonderfully well, at busy times of the day. A neighbor & I observed the traffic flow around 5pm on Harewood Rd, while walking the dog. There is so much traffic west along Harewood Rd, that turn right into Gardiners Rd. What will happen when our left is allowed. They will turn down the next, right turn which is Crofton Rd, which is a lot narrower than Gardiners Rd, and could not hold all the traffic. We live down there and see what it is like, in the mornings around 7am when traffic takes a short cut to Harewood Rd, from Sawyers Arms Rd "Definitely no medium on Harewood Road"
24516	Nigel	Allred		3	1	2	
24514	Barry	Appleby		3	1	3	Traffic lights appeal as the best all round solution and would future proof traffic movement at the intersection.  The left in left out option forcing traffic to use u turn slots does not appeal. It would bring it's own set of dangers and would disrupt community connectivity.
24513	Bruce	Tulloch		1		3	Difficult getting out of Trafford Street as 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.  p.s. Like idea of bike route
24511	Kevin & Annette	Broadhurst		1	3	2	Intersection is dangerous as it is.  Option 2 - Traffic Signals would increase traffic at Breens/Wairakei intersection. This intersection is potentially dangerous as is. Increased traffic would make it way worse than existing Harewood/Breens intersection.  We live off Breens Road. We use Breens/Wairakei most days. At peak times, if we have to do a right turn to Wairakei instead we will go to Harewood/ Breens & go left. Increased traffic would make this intersection Wairakei / Breens unusable most times.  We avoid driving across Harewood Rd at all times anyway because it's dangerous so option 1 will not affect us.  Turning left into Harewood from Breens is hazardous at times if a Fendalton tractor is stopped on our right, option 1 would fix this.  So 2 votes for Option 1.



**SUBMISSIONS RECEIVED ON HAREWOOD ROAD, GARDINERS ROAD, BREENS ROAD INTERSECTION**

June 2019

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24509	I F	Higgs		3	1	2	<p>Rather than Option 1 I would suggest the intersection would be better left as is.</p> <p>Option 2 is the only option and has been the preferred option for the last 12 to 15 years.</p> <p>I use the intersection for access to the motorway by pass quite regularly.</p> <p>This intersection is a main thoroughfare for locals and the wider area as access to schools and Sawyers Arms Road leading to the motorway by pass.</p> <p>Option 1 is a cost cutting effort to make a dangerous intersection as dangerous and more confusing for locals and infrequent unfamiliar road users. It has no merits and in my experience will end up costing more money for modifications so no advantage.</p>
24507	Heather	Kerr		3	1	2	<p>I am strongly opposed to the council's preferred option. This is said to cause "the least disruption to the wider network." It will cause great disruption to residents &amp; other frequent users of the intersection who use Gardiners and Breens Rds. No option will eliminate accidents, but traffic lights should reduce them significantly and will allow good traffic flow in all directions.</p> <p>The u-turn slots in Harewood Rd are already ineffective in heavy traffic. I have seen cars sitting dangerously positioned blocking the road waiting to turn out of them. To close the intersection except for left turns in &amp; out of Gardiners &amp; Breens Rds will compound this &amp; further disrupt the flow.</p> <p>This large intersection needs lights to allow safe travel in all directions. I am a frequent user of this intersection as a driver, cyclist &amp; pedestrian. In all of these instances I find turning right into Gardiners Rd problematic (&amp; dangerous as a cyclist &amp; pedestrian) in heavy traffic. Lights including a right-turn arrow would alleviate this.</p> <p>The introduction of lights at the intersection of Gardiners &amp; Sawyers Arms Rd was a huge improvement &amp; allowed good &amp; safe traffic flow. I had witnessed many instances of impatient drivers &amp; near-misses before the installation of the lights. The same applies to the Harewood/Gardiners/ Breens intersection. It makes sense to continue the good work done by installing the Gardiners/Sawyers Arms lights &amp; allowing the continuation of the flow.</p> <p>Bishopdale residents are already affected by partial closures of Wairakei &amp; Gardiners Rds because of the northern corridor. The council's proposal will add to the inconvenience.</p> <p>As a cyclist I support the creation of safe cycleways (refer your discussion re later creation of a cycleway on Harewood Rd). I do not support this for Harewood Rd, which would be narrowed by the cycleways. This in turn would affect traffic flow, as it has done in some other streets. I support the creation of a cycleway on quieter streets or, where possible, off road.</p>

**SUBMISSIONS RECEIVED ON HAREWOOD ROAD, GARDINERS ROAD, BREENS ROAD INTERSECTION**

June 2019

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24506	David	Harrison		1	3	3	<p>It appears to me that at this stage only Option 1 is the most suitable and in the main I see merit in it. However I do have some reservations.</p> <p>I live in Bishopdale and use the intersection frequently. Crossing over Harewood Road or turning right into Harewood Road from Breens to Gardiners Road and vice versa I go out of my way to avoid because of the potential danger. Therefore the change to the intersection to avoid this danger as outlined in Option 1 I agree with. The present situation I should imagine is the prime cause of accidents.</p> <p>I do have grave doubts about the proposal to removing the ability to turn right off Harewood Road into Breens or Gardiners Road. I have never had a problem turning right from Harewood Road into either Breens or Gardiners Roads and have never considered the manoeuvre in any way dangerous. This is because there is always a good view of approaching traffic and I should add that if the change covered in my previous paragraph is implemented, turning right will be even easier and safer. This right turning traffic does not impede the flow of traffic along Harewood Road. I am also concerned that traffic wanting to turn into Breens and Gardiners Road (apart from those left turning from Harewood Road) will now have to go to the U turn points in the median strip. This will create problems and congestion elsewhere. For example if more than 2 vehicles are trying to U turn they will block the right hand lane of Harewood Road and therefore create a hazard. My impression also is that U turns are considered a dangerous manoeuvre in high density traffic areas.</p> <p>Recommendations:</p> <ol style="list-style-type: none"> <li>1. Do away with traffic crossing over Harewood Road or turning right into Harewood Road from Breens to Gardiners Road and vice versa; and</li> <li>2. Retain the turn right off Harewood Road into Breens or Gardiners Road.</li> </ol> <p>Sincerely hope this is of help.</p>

**SUBMISSIONS RECEIVED ON HAREWOOD ROAD, GARDINERS ROAD, BREENS ROAD INTERSECTION**

June 2019

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24505	JC & NR	Simpson		3	1	3	<p>We support Option 2.</p> <p>This is a dangerous intersection, which my wife and I avoid when we are out walking. In our view it is very fortunate that to date, to our knowledge, there has not been a fatality.</p> <p>There is a tendency for traffic to increase speed, sometimes considerably, when vehicles exit the Bishopdale round about. This is not a new problem. It dates back a long number of years, and it is very difficult for elderly people to safely cross Harewood Road to shop at the Bishopdale Shopping Centre. There are no lights, or delineated pedestrian crossings on Harewood Road (four lanes). At the Breens road intersection this problem is compounded with school traffic (at least 6 schools in close proximity, including Papanui High School, which this area is zoned for), and traffic flowing from the motorway, and the need for children to be able to cross the road safely to attend school.</p> <p>The Wairakei Road/ Breens Road intersection is a separate issue. Another intersection we avoid whenever possible, particularly when turning right out of Breens Road. If you follow the logic of no lights at the Gardiners Road intersection, owing to a perception that the Wairakei Road intersection will become a greater issue then it is equally arguable that the lights at the Gardiners Road/ Sawyers Arms Road should never had been installed as these lights have increased the traffic flow through to the Harewood Road, Gardiners Road, Breens Road intersection.</p>
24504	Alistair	Sheard		3	1	3	<p>Travel along Gardiners Rd to left turn into Harewood Rd during peak hours in the morning has progressively become more congested as Large trucks and Buses move straight across this wide intersection into Beens Rd. If you are left turning into Harewood Rd it is very difficult to see traffic in the near lane proceeding into the city. In the afternoon from 3 30pm onwards particularly at peak hour period right turn Harewood Rd into Gardiners Rd is difficult as there is no smooth traffic flow from Russley Rd, which may lead to inappropriate turning decisions. Pedestrians will be assisted particularly at School Children pick up and drop off times. Is there any provision for cycle lanes? An example of improved traffic movement was the introduction of traffic lights at the intersection of Gardiners Rd and Sawyers Arms Rd which has removed the congestion and frustrations</p>
24503	dave	king		1	3	2	<p>best use of limited budget to solve a safety issue that is not even in the top 10 - these are 21st and 61st in priority.</p> <p>We should be trying to fix them in order of their ranking, but if we can't - we should at least be fixing this in the most affordable way so we can still afford to do others that should have been a higher priority.</p>
24498	Peter	Pletnyakov		1	2	3	<p>Pedestrians' safety and convenience has always been main concern for this intersection. While motorists could always find other options to cross/avoid the intersection that will require comparable amount of time, that is not the case for pedestrians. Also the option that could be completed sooner and will unlikely increase traffic congestion is preferable.</p>
24495	Ben	Surridge		2	1	3	
24493	Suzanne	Walker		3	1	3	<p>This is becoming a pre-determined outcome for Council. I attended the first evening of consultation, and no questions were allowed. We were referred to the traffic planning staff in attendance, but none of the four took notes during the community engagement. I have requested further information on the appalling notification to affected residents (Council staff Annette and Ann, who attended the meeting at Breens Intermediate couldn't even answer my basic questions, let alone the more complex issues associated with changing a neighbourhood.) A complete vote of No Confidence in your planning and consultative procedures, which I might try to instigate at the Thurs 23 May meeting. You Council staff seem to forget that you are the servants, not the masters, in terms of how we want to live and enjoy our neighbourhoods.</p>

**SUBMISSIONS RECEIVED ON HAREWOOD ROAD, GARDINERS ROAD, BREENS ROAD INTERSECTION**

June 2019

ID	First name	Last name	Name of organisation (if applicable)	Option 1: Left in/left out with signalised pedestrian crossing	Option 2: Traffic signals	Leave intersection as is	Comments - Please provide any feedback
							<p>My strong preference is Option2 -Traffic Lights.</p> <p>The CCC-prepared "Have Your Say" information pamphlet shows a considerable bias against this option.</p> <p>In the extensive consultation document written by Mark Gregory (Transport Network Planner), the CCC criteria for the decision on this intersection are noted as</p> <p>Finance</p> <p>Safety</p> <p>Network Performance.</p> <p>In an ideal world, surely Safety and Network Performance should come ahead of Finance.</p> <p>I have anecdotally heard from several sources that there may be options for funding, outside of the current Long Term Plan.</p> <p>These ought to be fully investigated before a final decision is made.</p> <p>As a user of the Harewood/ Breens/ Gardiners (HBG)intersection at least 4 days per week, I believe Option 2- Traffic Lights, provides the best safety for both vehicles and pedestrians, especially children and the elderly (both high-user groups).Given there is to be a two-part pedestrian crossing (ie a break at the median awaiting the second phase of crossing), current road rules already dictate that pedestrians have "right of way" ahead of turning vehicles. The positioning of the crossings for Option 2 is commendable, in that it allows several vehicles to complete the turn onto Harewood, prior to stopping to give way to pedestrians. This reduces driver frustration, and improves overall flow.</p> <p>The design for Option 2 would be further enhanced by having right-turning green arrows for a short duration (to allow 4-6 vehicles to complete the right turn) at the start of each cycle, when pressure pads indicate that there is waiting traffic.</p> <p>Installation of traffic lights at HBG would reduce right turns from Crofton Rd for those wanting to proceed west-bound towards the airport. The Crofton intersection is already heavily used and has proved to be a dangerous site. Installation of traffic lights at HBG would encourage many Crofton Rd users to re-route via HBG, and would provide gaps in traffic on Harewood Rd, thus making the intersection less dangerous for any remaining Crofton users.</p> <p>Having stated my strong preference for Option 2, I am prepared to concede that Option 1 would meet my requirements for access and improvement for pedestrian safety IF (and only IF!!), the proposed right turn from Harewood to Gardiners is for all traffic, not just buses.</p> <p>As a Northwood resident using this intersection extensively, it seems ridiculous to have a right turn exclusively for a poorly-utilised bus route which only operates several times an hour.</p> <p>During the drop-in sessions I had discussion with Mark Gregory, who is the chief planner for this project.</p>

**SUBMISSIONS RECEIVED ON HAREWOOD ROAD, GARDINERS ROAD, BREENS ROAD INTERSECTION**

June 2019

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							<p>He admitted there is no similar "Bus Only" intersection in Christchurch, so the concept is completely untested.</p> <p>He agreed that such a BUS ONLY turn is likely to cause driver confusion (eg does the Bus Only status apply at all times of the day, or just during designated hours as per the existing Bus Lanes), and also acknowledged that "opportunists" are likely to ignore the Bus Only status.</p> <p>Further considerations for Option 1 are the increased use of right turns from Harewood into both Crofton and Cotswald, thus reducing safety for the local residents of these streets; and the increased likelihood of "nose-to-tail" collisions on Harewood Rd, when inattentive drivers fail to notice preceding traffic slowing to make necessary U-turns at the median strip breaks.</p> <p>I'd like to highly commend Councillor Aaron Keown for his dedication in trying to achieve the best outcome for our local communities by advocating for traffic lights.</p>
24491	Cameron	Gruschow		1	2	3	
24489	Cymon	Hewitt		3	1	3	<p>Light please.</p> <p>Option one in my opinion has two major shortfalls.</p> <p>1 vehicles will use Cotswold to avoid the intersection which increases danger to the school and students down there, or they will use Crofton, which is already subject to a large number of vehicles trying to avoid the intersection, a lot of these vehicles travel at unsafe speeds.</p> <p>2 traffic will use the turning bays in Harewood Rd. They will cause blockages of the right lanes in both directions while trying to negotiate the turn, you will have significant numbers of vehicle attempting u turns in front of two busy lanes of traffic.</p> <p>Installing lights will likely reduce the number of vehicles using these side roads to avoid the intersection and likely reduce the morning congestion at the Harewood Intersection and the sawyers arms/ Gardiner Rd intersection.</p> <p>You suggest that drivers currently use the cut outs in Harewood Rd to make a safe turn to avoid the intersection, this is wrong. They use it because they are too impatient to wait at the intersection for a gap. All they do is turn at the cut out and then go left into gardiner Rd, forcing those waiting patiently at the intersection to have to give way, missing an opportunity to safely turn.</p>
24488	Stephanie	Burke		3	1	2	<p>A left turning lane is just going to cause people to U turn further up the road. This road also gets very bad sunstike at certain times of the year and cars doing U turns are going to cause unnecessary accidents. The safest option for everyone is Traffic lights</p> <p>If you can put 4 sets of lights in a small space along the main north road outside of Northlands you can put 1 set here. Come on - spend a bit of our petrol tax back on the transport that pays it, instead of the bikes who don't pay any road tax.</p>
24484	Margaret	Spicer		3	1	3	<p>Option 2 is the only option, otherwise there will be traffic backed up Harewood Road a shambles otherwise problems will be created at the other road either side of Gardiners Rd</p>
24483	Janet	Thompson		3	1	3	

**SUBMISSIONS RECEIVED ON HAREWOOD ROAD, GARDINERS ROAD, BREENS ROAD INTERSECTION**

June 2019

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24482	Lois	Withers		3	1	3	In my opinion the only option is traffic signals. Please get on and put them in without further delay.
24475	William	Anderson		3	1	2	
24472	Chris	Neame	NA	1	3	2	I'm heavily in favour of option 1, left in/left out with signalised crossing, for 2 reasons. Firstly, the improved safety for both motorists and pedestrians. Chch is loaded with 4 way intersection with lights and these are commonly blocked with cars turning right, creating constant hazards in the intersections and difficulty for cars turning right. Also, a dedicated pedestrian crossing would provide a clear and safe point for school children and other pedestrians. This would also be of less inconvenience (ie on demand signals) to traffic as well. Secondly, as a keen cyclist, traffic lights tend to create confusion between cars and bike as to who has the right of way. Also, lights are disruptive to bike continuity (ie require effort to restart) and I would tend to avoid lights where possible.
24470	Pelagia	Protos		2	1	3	Option 1 would be a short term solution. As in the end it would be more beneficial to have traffic signals at that intersection. As it is currently it becomes an effort to leave from my house as traffic is heavy in the busy time is very restricted and hard to get out of driveway from both sides of the street. Also at the intersection Harewood and Gardiners Road becomes a mission to try to cross over and head onto Breens Road. Can wait for long periods of time to safely cross over and at this stage the line up behind you is getting bigger and drivers becoming impatient. More times than not I always regulate as to cross over intersection or take a left turn and 1st turn right at turning bay. This too causes frustration with other drivers as blocking the left lane for them that want to go straight. In my opinion it would be more fair for all that travel at that intersection to be controlled with signal lights which in the end would create a better flow.
24469	Barbara	li		1	3	1	
24465	Ian & Jo	Donaldson		1	2	3	We consider traffic lights would slow the Harewood Road traffic flow down too much, impacting feeder road further east.
24464	Yvonne	Christensen		1	3	3	Hi,  I vote for Option 1 in the proposal for changing this intersection.
24460	John	Steere		3	1	2	I feel the existing intersection is dangerous, and avoid it where possible. The council was quick to put traffic lights at the Sawyers Arms intersection and outside the Papanui Club which are far less dangerous. It is about time the Council listened to the voters.
24458	Lynda	Steere		2	1	3	
24456	Kim	Goodfellow		1	2	3	Increase the length of the U-turn slots on Harewood Road as they will not accommodate the demand if the connection between Gardiners Road and Breens Road is cut off.
24454	Susan	Goodfellow		1	2	3	Option 1 provides the best of both options. A safe pedestrian crossing with signals, elimination of traffic conflicts and importantly minimal disturbance to the overall flow of the traffic.  One concern/observation is that Option 1 relies on people wanting to travel from Gardiners Rd to Breens Rd using the U-turn slots. These are already in use but I have observed that there is insufficient room if more than one car wants to use these at the same time. On a number of occasions cars are stopped in the main traffic lane waiting to turn into the area designated for those waiting to u-turn. Could these areas be increased in length to allow for more than one car at a time, particularly if it is envisaged that they will be used more when the through access is discontinued.

**SUBMISSIONS RECEIVED ON HAREWOOD ROAD, GARDINERS ROAD, BREENS ROAD INTERSECTION**

June 2019

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24449	Ian	Harding	-	3	2	2	<p>Closing off the Breens Rd / Gardiners Rd through-route confuses the most traffic. Option 1 does not prevent drivers from ignoring the traffic islands (as can be observed daily on the Carlton Mill / Shrewsbury St intersection) - especially since its essentially 'open'.</p> <p>Option 2 appears to be expensive and excessive.</p> <p>The traffic flow models presented appear to ignore the current high use of minor roads to bypass this intersection by the Breens Rd / Gardiners Rd userbase. I believe these models have also over-represented the pedestrian base using this intersection, so do not justify additional services.</p> <p>I believe a round-about is the simplest and easiest model to permit flow for all users from all directions.</p>
24448	Katrina	Burrows		1	2	3	
24443	Claire	Duncan		2	3	1	Seriously needs lights - worked at the sawyers arms intersection
24441	Christine	Duncan		2	1	3	The intersection is too dangerous for school children
24440	Elizabeth	Maclennan		2	1	3	<p>This intersection is such a hazard. I have been living in this area for 20 years and something MUST be done. I have seen so many crashes and near crashes in my time. The traffic lights just make sense. It needs to be safe for everyone using this area. I am also a teacher at Breens Intermediate school and I worry everyday about the children crossing at this intersection. I see children from a number of schools crossing here, standing on the little part of the traffic island and dodging cars as they cross. The speed limit is 50km however, being a double lane road, the cars do travel faster. If you can put traffic lights outside the Papanui club, you must be able to put them in at a major intersection! Put the traffic lights in before someone else gets injured....or worse!</p>
24439	David	Wynne		3	1	3	
24437	Katrina	McLintock		3	1	3	<p>I see near misses everyday. It is so dangerous I avoid it if I can and never go straight across the four lanes. Left turn only will push traffic into side streets or u turns further up. There are a lot of cars doing that anyway to get to the bakery. It's incredibly dangerous for school children crossing. Lights would control straight and turning traffic safely and give pedestrians the ability to cross.</p>
24435	Lynne	Hughey		3	1	3	<p>The only option is Traffic lights any other option is a death tramp. There are schools all around. Also I can't believe you are spending rate payers money on this, common sense prevails.</p>
24429	Colin	McIntosh		1	2	3	
24423	Gina	Dalley		3	1	3	
24421	Matthew	Vannoort		1	2	3	<p>The intersection cannot stay as it is - it is too unsafe. Cars turning right out of Gardiners or Breens are constantly almost causing accidents. The left-in and left-out option is preferable to keep cost down and everyone safe.</p>
24411	Hamish	Duggan		1	2	3	
24410	Justine	McAllister		2	1	3	<p>So many accidents at that intersection. Very dangerous road for school children to be crossing.</p>

**SUBMISSIONS RECEIVED ON HAREWOOD ROAD, GARDINERS ROAD, BREENS ROAD INTERSECTION**

June 2019

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24409	Jo	Whitlow		2	1	3	As the majority of traffic along Gardeners/ Breens roads is either going straight ahead or turning right on to Harewood road the Traffic lights option is the best option, the same as the lights on Sawyers Arms have improved the flow of traffic . Left in and out with turning bays will probably lead to more congestion along Harewood road trying to do a u turn and lead to more accidents. By leaving the intersection as is, is really not an option as trying to cross the 4 lanes on Harewood road with the increase in future traffic , will lead to more accidents.
24408	Mary	Chase		2	1	3	Traffic signals would be the safest option.
24407	Kate	Lamont		3	1	2	This is a major intersection and needs something done even if it's a double lane round about.
24405	Grant	Bond		3	1	2	
24404	George	Harrison	N/A	3	1	3	
24403	Jennifer	Harrison	N/A	2	2	2	
24402	GRANT	WITHERS		3	1	2	Your document talks about connectivity, yet your preferred option totally disconnects the normal traffic flows and would have more vehicles using the surrounding quiet suburbia streets (including passing the primary school!). Ludicrous.  How can you possibly think that making numerous vehicles complete u-turns is a more practical/safer option?  Trying to scare the community off with what you have published about funding, etc is not diplomacy in action. Using the Harewood/Greens road intersection as an excuse to put off fixing this intersection is not palatable - there are already lights at that intersection, they just need to use the turning arrows all the time!  It must be traffic lights - just get on with it.
24401	A J	Brown		3	1	2	Requires lights, and has for many years.
24400	Carol	de Dulin		3	1	3	Option 2 is the only option that is safe for all.
24398	Gabrielle	Heath		2	1	3	Traffic lights! Yet another serious accident witnessed whilst heading to work the other morning. So many drivers taking risks out of frustration to get across Harewood Road on Breens. At least with traffic lights that choice will be made for all those bad drivers who think they are making the right choice be risking other peoples lives. Thanks for making this action happen!  It must be mentioned that along Harewood Road carparking has significantly increased around Copenhagen Bakery. There was never sufficient parking on site and now parking floods this area. This alone creates many road user incident - cars pulling out with no indication, pedestrians constantly ducking and diving across the road. The left lane heading towards Johns Rd rarely used because of carparking 'risks' along that side of the road.
24397	Rodney	Jewell		3	1	2	
24396	Rob	Birch		1	3	3	I am a regular / daily user of Harewood Road and agree that option 2 of traffic lights would be far more disruptive to traffic flow. A well marked and patrolled crossing to/from school for the children is adequate.



**SUBMISSIONS RECEIVED ON HAREWOOD ROAD, GARDINERS ROAD, BREENS ROAD INTERSECTION**

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24395	Ray	Jones		3	1	3	<p>We use this intersection quiet a lot to travel to Belfast or to get to the motorway from Breens Road. It would be very handy if we could travel up Breens Rd and across Harewood Rd and carry on up Gardiners Rd through to Belfast and the dump and surrounding areas.</p> <p>Hi the footpath outside our property at ■ Twyford St, Bishopdale, CHCH is very badly damaged. We have rung 4-5 times and been told a assessor will be out to have a look but 6 months on and no reply from Christchurch City Council. We take a lot of pride in our property and would please like a resolution on this matter.</p>
24394	Phil	Wells		3	1	3	<p>Traffic lights give a fair &amp; safe use of the intersection. Under option 1 the use of the U slots during heavy traffic will slow the centre lanes as only 1 car can use the slot at a time this could cause a line up of vehicles waiting to use the slot and drivers having to change lanes to avoid this. Under option 1 I feel that it will further cause more motorists to use the narrow back streets to avoid the intersection, I know I will have to as I already do. We have one change here to do the right thing lets not pinch penny's we don't want a repeat of the St Asaph St &amp; Manchester St cock ups that are too hard &amp; too costly to put right. Listen tot the locals who use these streets not some academic drawing nice pictures with a computer.</p>
24392	Casey	McKibbin		3	1	3	<p>It's a nightmare of an intersection left as it is</p>
24391	Miss S	Meiklejohn		3	1	3	<p>I think there should be lights with pedestrian signals at this intersection without anything else being added because that's all that's needed, and it would make it safer to cross the road especially for the children going to and from school. The other thing that needs to change is bus stop number 42857 and the children crossing sign on Harewood road just before Breens road, because they're both the same size all you can see is the children crossing sign and the bus timetable when you're coming from Bishopdale Mall, because the children crossing sign is directly in front of the bus stop sign which makes it impossible to see the stop. The diagram I've drawn is how I think it should be so that you can see both signs clearly.</p> <p>As per my attachment diagram:</p> <p>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.</p>
24390	Richard	Rendle		3	1	2	<p>Forcing traffic into left turns at this intersection will create extra traffic in surrounding residential streets as motorists devise ways to get north or south. e.g. left turn from Breens into Harewood, then right into Crofton and a right into another side street will get you onto Gardiners.</p> <p>Traffic lights would help the Woolridge Rd /Harewood Rd interesection by interrupting west bound traffic on Harewood Rd and making it easier to get a right turn out of Woolridge Rd.</p>
24388	Patricia	Hadlee		3	1	3	<p>I saw an accident only this week. I waited nearly five minutes on Gardiners Road/Harewood Road intersection last Saturday morning while a truck and trailer waited for a big enough gap to cross Harewood Road. Peoples frustration (causing accidents) at the amount of time it takes to get across what is 6 lanes. More traffic will use Cotswold Avenue passing a school and Crofton Road which has a difficult intersection angle with Sawyers Arms Road which has an increased traffic flow from SH1. There are new sub-divisions being built off Gardiners Road increasing traffic through to Harewood Road.</p>
24387	Simon	King		1	3	2	

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24386	Russell	Saunders		3	1	2	
24383	James	Green		3	1	2	
24382	Paul	Amtman		3	1	2	<p>As a resident living in the area for 35 odd years and having seen the near misses occurring at this intersection over time there is only 1 option that is to install traffic lights. Looking at option 1 that would increase traffic flow to secondary roads as well these so called u-turn slots watching traffic use them they most cause the outside lane to be compromised so traffic that has to move into the inside lane causing more chaos.</p> <p>To add to my earlier computer submission as to add increase traffic on secondary roads: Form Breens road the only viable option towards Papanui would be to take Isleworth Road and at school time this road becomes only one way due to parking to access the school and kindergarten. After negotiating this obstacle it would be a turn onto Farrington Avenue which now carries increased traffic. Then to the roundabout at Bishopdale then on their way.</p> <p>The traffic using Gardiners Road to head to the airport would either double back to Sawyers Arms Road to cut through Crofton Road and try to exit onto Harewood Road.</p> <p>Also adding to the use of these U turn bays, a car's turning circle is about 3-4 metres so while trying to complete this manoeuvre the car would have to access 2 lanes of traffic which would be a safety concern.</p> <p>Also option 1 cuts Harewood Road to 1 land over the intersection which means traffic would have to repeatedly change lanes from 1 to 2 etc more safety issues.</p> <p>Lastly neither submission takes into account the bus stops west of Breens-Gardiners intersection on Harewood Road. These stops have a preferred crossing's approximately 60 metres west and east along Harewood Road. Option 1 addresses the western crossing but does not address the eastern crossing which is used both by school children and bus patrons alike to cross Harewood Road. This is another safety issue. If option 2 is used phased pedestrian light would solve both crossing issues.</p>
24381	Michelle	Bennett		1	2	3	<p>Although I live in Belfast I travel regularly to Bishopdale to visit my parents and to attend activities with my children. I actively avoid this intersection because I just don't feel safe using it, except turning right out of Harewood. Whilst I can appreciate Greers Road has a higher priority this intersection already has lights. Given the close proximity to Breens Intermediate safety must be a concern for local parents. I look forward to some news as to how this intersection can be improved both for safety and peace of mind for local residents and those that travel through this area.</p>
24377	Louisa	Stewart		3	1	2	<p>Although I realise traffic lights are the most costly of the options, I do not feel the left in/out option would be helpful as the traffic is from all directions. Already many of us use the U turn option (onto Harewood then U turn to turn left onto Gardiners or Breens) instead of straight across and I can imagine too many people doing this would bank up traffic on Harewood and cause more irritation to drivers. Also traffic lights would slow traffic along Harewood where people speed frequently. An ideal solution would be a roundabout to keep flow and then crossing medians, where possible, along Harewood. However I realise this would be hard as there is not enough room for the roundabout potentially.</p>
24376	Paul	Johns		3	1	2	<p>Option 1 - Left in/Left out will create a large amount of congestion in neighbouring streets, which is totally undesirable, particularly as one of these street s has a school on it.</p> <p>Traffic Lights is the only practical solution</p>

**SUBMISSIONS RECEIVED ON HAREWOOD ROAD, GARDINERS ROAD, BREENS ROAD INTERSECTION**

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24375	Susan	Johns		3	1	2	U turning traffic would cause further congestion in peak times as there is no alternative - while this happens now it does not block lanes as there is usually only a car or two at a time u-turning and doesn't impede traffic flow. With option 1 because there is very little alternative other than using Cotswold Ave or Crofton Road, there would be many cars all trying to u turn and blocking the lanes as they try to cut across to the other side of Harewood Road.
24373	Nick	Carvel		1	3	2	
24372	Stella	Yanev		2	1	3	Maybe a roundabout should be considered as well.
24371	peter	glen		3	1	3	Option (1) would cause problems for those living in the nearby in accessing their properties.  Option (2) is the only sensible alternative.  Option (3) is a real dangerous muddle
24370	Carol	Weir		1	2	3	If it means option one will be done ASAP then go for it but am not sure how the right turning lane from Harewood Rd for buses only will work? How will the signals identify that it's a bus & not a car or truck? These lights must be really clever but anything will be better than it is now!
24368	Nicole	Withers		3	1	2	By changing the right turning option you would either result in a backlog of traffic queuing to try and do a u-turn or divert traffic down cotswald ave past the primary school, both disrupting traffic and potentially putting more children at risk
24367	Chris	Coey		3	1	2	Changing this to left in / left out is darn "crazy" and will only bottleneck traffic in Harewood Road and cause more danger with traffic being forced into the only through lane to do "U" turns. While the public is being asked their option on this, the Council will as usual not listen and side track to sneak their preference through by stealth as was done in Sawyers Arms Road outside the Papanui Club. The result of the Council not listening to local feed back for Sawyers Arms Road created a solution which was a waste of money and plain don't work. The only reason Council wants option one is so they do not have to pay for it. Living in the area for over 40 years using Harewood Road, I kinda know the area huh!
24366	Jill	Ellis		3	1	3	As a long term resident in the area I consider blocking through traffic from Gardiners to Breens ridiculous. This will not solve any problems just divert them to other streets, Crofton Rd Cotswold Ave etc. It will make life very awkward for local residence who travel these roads multiple times in a day. It is such a hazardous intersection I have seen multiple near misses over the years, especially with the increase in traffic off Johns Rd since the earthquakes. Traffic lights are the only sensible solution.
24364	Adele	Quinn		3	1	2	Option 1 is not suitable for the community. I have lived in 6 properties in this community and it would be highly disruptive to not be able to go straight or turn right from Gardiners Rd going south bound. For example, there is a sports field further up Harewood Rd that is used for rugby, touch and hockey that require travel from our community to that destination. When you make people's travel difficult (and in their mind illogical) that is when they will make poor decisions and increase the likelihood to cause accidents. In addition, we have concerns about the implications of option 1 for Cotswold Ave/school. I think if option 2 is not feasible for some reason you should make it clear to the community why a roundabout is not being considered as a viable option. I lived in bishopdale in the 70s/early 80s and the intersection was not great then. I've lived back in this part of town since the late 90s and it has been challenging since then (except in the later evening). This impacts decisions such as sending our kids to Breens Intermediate - it is highly unlikely I will send my child there as I don't perceive that it is a safe way for him to travel to school with the intersection as it is.

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24361	Edward	Pilbrow		1	3	3	Option 2 is unnecessary. Just hurry up and get option 1 done and dusted so the Wheels to Wings cycleway can then be properly prioritised.
24356	Jess	lanev		2	3	1	
24355	Mathew	Fox		1	3	3	
24354	Jo	Wynne		2	1	3	I mainly rejected Option 1 as first choice because I think the u-turn slots don't work well. Only one car can fit and I have often seen cars with their rear end protruding into Harewood Rd. at these turns causing traffic problems. With more traffic needing to use these turns I think that there would be even more problems. Perhaps a left turning lane leading up to these u-turn slots might alleviate that but as the proposal stands I prefer traffic lights.
24353	Sandra	Langton		3	1	2	Option 2 is the only option the Council should be considering. Spend the money once and do it properly. As a Crofton Road resident we are already subject to substantially more traffic making a right turn into Harewood Road, if Option 1 is taken there will be an even further increase in traffic. There is a considerable delay exiting our own driveways some mornings because of the traffic flow presently. There is a further danger with option 1 that traffic will take a left turn from Gardiners Road and choose a u turn further up Harewood Road to turn right back into Harewood Road. This will result in traffic banking up and cause major problems in the right hand lane.
24352	Kirsty	Willis		2	3	1	If improvements were made to the U-TURN bays - cut into the median strip and allow more than one car to wait for u-turn space, this gives a much better alternative at peak times. At the moment, u-turning is not an easy feat either.  Also, at the STOP signs on Gardiner/Breens, label the lanes for left turn (one lane) and straight/right turning traffic (one lane). Left hand turning onto Harewood Rd can be held up by two cars attempting to get across Harewood Road. Any improvements to get better visibility for left turning traffic would be good - a big car turning right or going straight, blocks all visibility to give way.  Pedestrian crossing places needs to be well signposted and children on bikes should be encouraged to walk their bikes over the road at these points.
24351	Dave	Bastin		3	1	3	Traffic lights are the only option ie Option 2. Option 1 is a crazy suggestion and would create more accidents with the proposed u turns. This is not an option.

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24350	Brett	Martin		1	3	2	<p>See attached submission "Improving the safety of Harewood Road.pdf"</p> <p>Further to my submission (Reference number is 24350) I would like to add the following...</p> <p>After attending the information session held on 21 May 2019 and speaking with several of the traffic engineers and council staff present, I understand that some modifications to Option 1 may be able to be made.</p> <p>I would be prepared to support Option 1 in preference to Option 2, provided both of the following two changes are included:</p> <p>a) to allow ALL types of traffic to turn right from Harewood Road into Gardiners Road. Normal right traffic traffic does not need to activate the Pedestrian lights (as is proposed for Buses) because this is a completely safe and easily executed turn</p> <p>b) to provide lead in lanes into both the nearby Harewood Road U-turn slots</p> <p>Ideally, the existing turning lane allowing traffic to turn right from Harewood Road into Breens Road would also be included in Option 1. However, I suspect this may not be compatible with the proposed Pedestrian lights.</p> <p>My reasons for supporting such a modified version of Option 1 are detailed in my earlier submission.</p>
24348	Elaine	Green		3	1	2	
24347	Anaru	Quinn-Taniora		2	1	3	
24346	Barbara	Quinn		2	1	3	
24345	Brandie	Cochrane		2	1	3	
24344	Jayden	Britt		2	3	1	
24342	Graeme	Jack		3	1	3	
24340	Nicholas	Smeaton		2	1	3	<p>I believe that your modeling of the use of U-turn slots in option 1 is wrong. It is most likely that motorists wanting to cross Harewood Rd will end up queuing to use those slots during peak times creating problems and most likely leading to the reopening of the median strip and installation of traffic lights, also having a Bus only turning lane is seriously underestimating human stupidity. I agree that option 2 will require a roundabout at the Breens Wairaki Roadintersection but that intersection has been in dire need of an upgrade for decades.</p>
24339	Nick	Stoneman	Bus Go Canterbury	3	1	3	<p>Only feedback is to make a decision and go for it now that this intersection is part of two bus routes its important to get it right also buses on this intersection need priority</p>
24338	Donald	Marston		1	2	3	
24334	Gregory	Hay		3	1	2	<p>Whilst more expensive the traffic lights option is by far the more favourable. Option1 will force traffic onto Cotswold Ave where there is a primary school. Plus option 1 will require a considerable number of u-turns onto Harewood Rd.</p>
24332	Colleen	KING	aboutBusiness	1	2	3	<p>I use this intersection all the time and my experience with the traffic leads me to the decision that Option 1 is better than Option 2.</p>
24328	Louise	Morrison		2	1	3	<p>Definitely needs lights at this intersection. It's a terrible intersection to try and get through. Needs lights with arrows for turning traffic and pedestrians signals on each side too.</p>

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24326	Mathew	Terry		3	1	2	In terms of safety over cost cutting I think this is a better option.
24325	Kiri	Terry	Cotswold School Board of Trustees	3	1	2	I believe traffic lights would be best. Only having a left turn option from Gardiners and Breens Rd will cause more cars to use Cotswold avenue, a small residential street with a school and kindergarten on it. Increasing traffic outside a school is not a desirable outcome. We need to keep our kids safe and I would actually like a 40km zone implemented outside all school during start and finish times.  Children need a safe pedestrian crossing method for Harewood road.
24324	Jayne	Rushworth		3	1	3	Please consider putting lights in here! For the safety of all users of the intersection but mostly because there are a lot of children who cross this road on their bikes to get to school.  Please also make sure that if you send someone out from the council to observe the intersection, that you make sure they come at the peak traffic times of between 8 to 9am and 4 30 to 5 30pm. Not in the middle of the morning or afternoon!
24323	Tracey	Fowlds		3	1	2	It's got to be traffic lights it is so difficult & dangerously turning any way at that intersection
24321	Rosalyn	Exley		1	3	2	I believe the left in/left out option would be the safest and still enable traffic flow.
24320	Rob	Woodgate		2	1	3	Dangerous intersection. Turn left might work but weather, sunstrike etc is a challenge for some. Also the speed of the road is high, it's a 50 limit but with the two lanes it's rare for people to stick to 50, and further reason I think the left turn solution is less than optimal.
24318	A & K	McKenzie	Waimack Snacks Ltd	3	1	2	This intersection has been crying out for traffic lights particularly when lights were put in at the Gardiners / Sawyers Arms Intersection.  Ultimately as a result of lights at Harewood/Breens/Gradiners Rd, lights will also be required at Breens/Wairakei Rd.  This will then complete the safe, natural flow of traffic in this direction.  To go for option 1 at this intersection will effectively artificially split Bishopdale in half from a physical point of view but the requirement for traffic flow in that direction will still remain. Use your creative minds to come up with a bike lane solution at a later stage if or when it arises.  Also option 1 traffic turning left into Harewood Rd & then doing u turns in the slots on Harewood Rd will queue up & impeded the flow of traffic in the right hand lane on Harewood Rd.  Don't spend money on a compromised "solution" that will create as many problems as it will solve
24317	Mike	McLay		1	2	3	Any improvement in safety would be good, I would prefer option one as the tail back would be very frustrating to sit in.
24315	Michael David Ronald	Chappell		3	1	3	
24314	Christine	Whiteman		3	1	3	Is a round-a-bout not a considered option?

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24313	Bruce & Marie	Todd		1	3	3	re Option 1 -  It would reduce the current need for risky vehicle manoeuvres at the intersection. It will affect right hand turning from Harewood Rd into Gardiners Rd & driving adjustments will need to be made. However it should reduce the traffic flow & congestion along Gardiners Rd, improving living conditions in this neighborhood.
24312	Velona	Christensen		3	1	3	- There is only one option we would want to see at this intersection and that is Option 2 - Traffic Signals  - I will not use the intersection at the moment as I find it is too dangerous, you take your life in your hands the way it is! I would feel even
24311	F E	Smith		3	1	3	it really would make it much easier. At present I never turn Rt. form Gardiners Rd into Harewood RD.  Thanks so much!!
24310	J G	Olive		3	1	2	Whoever dreamed up option 1 should not have a job. Look at the mess that was made in Sawyers Arms Road the Centre of town Cranford Street there is 2 words the Council does not understand "Common Sense"
24308	Allister	Jeans		1	2	3	
24307	Xi	Shui		1	2	3	
24305	Dave & Julie	Drake		3	1	3	Hi Ann  Needs to be the same as Greers Rd, therefore the much preferred outcome for us is Option 2.
24304	Margaret and Brenton	Faulkner		3	1	3	TRAFFIC LIGHTS.....YES,YES,YES.  Blocking off Breens Rd/Gardiners Rd....NO,NO,NO.  What stupid person thinks blocking Breens Rd/Gardiners Rd will be a good idea. Just imagine every driver who drives down Breens or Gardiners Rd and wanting to go across to the other side to carry on their journey will have to turn left, then get into the right hand lane, then pull up/stop at the U-turn slot to wait their turn to turn right, then when the way is clear!! try to turn into the right hand lane, (turn into the right hand lane is in the road code). Impossible. Anything bigger than a mini wont be able to do it. And the line of vehicles waiting to do this turn will be RATHER long!!  Bigger vehicles will use smaller streets (Cullahill St for instance). Or Cotswold Ave, (which goes past Cotswold School) just to get to Harewood Rd so they can turn right. Can you imagine what that would be like morning and afternoon when parents/children are arriving/leaving the school??. Dumb. At some stage, they have to get on to Harewood Rd.....SO.....DON'T BLOCK OFF BREENS RD/GARDINERS RD.  If the cost is bigger than the dumb â€œclose off Breens Rd/Gardiners Rdâ€, so what.....money is just money is just money. Do it properly the first time.  TRAFFIC LIGHTS PLEASE.

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24303	JULIE	TE MOANA		3	3	3	OPTION 4..PUT IN A ROUND-ABOUT!!!..SURELY THATS CHEAPER THAN INSTALLING TRAFFIC LIGHTS?!!..ALSO KEEPS TRAFFIC FLOWING.  I'D LIKE TO KNOW WHY ITS NOT AN OPTION?!!
24302	Reuben	Frizzell	Survus Consultants	3	1	2	The preferred option is a disgrace to the council. The effect that the traffic travelling across Harewood Road, (Breens-Gardiners/Gardiners-Breens), having to perform U-turns at the median strip gaps is clueless. You are shifting the problem along the road in either direction rather than solving it with lights. You get 2 or 3 vehicles performing U turns in a row, and the risk of then being rear-ended is very high. It happens already at the moment. The traffic coming at them from the rear will then have to shift in to the left lane, creating further confusion. This idea is complete folly.
24301	Alex	Fletcher		2	1	3	My preference would be traffic signals. Although it costs three times as much, my concern is that having an intersection where movements are restricted to left turn only would encourage traffic to divert to other roads, particular those around Isleworth and Cotswold schools. It is preferable that traffic stays to the busier routes as much as possible.
24299	robert	mccreanor		1	2	3	1 I like no right hand turns as this is a major cause of accidents at this corner. (26yrs at this address)  2 No more trees thank you we have a major problem with leaves as is. (or supply larger green bins)  3 Larger compulsory stop signs or lit up one like in Selwyn District ( major problem as most people do not understand that you have to stop
24297	Stacey	Smit		2	1	3	
24294	Kathy	Barrett		3	1	3	Definitely lights. May be high cost initially but what price do you put on keeping people safer. Make sure with lights that also have turning arrows for right turning traffic to help avoid congestion
24293	Gerard	Barbour		3	1	2	Making this intersection left turn only is a absolute waste of time and money, this option will just increase right turns from Cotswold Ave and Crofton Rd and or U turning at the traffic island breaks.  Best option is do the job right in the first place, and put the \$400k towards lights, BEFORE A CHILD IS KILLED ideally. This option will also help reduce speed on Harewood Rd too.  Stop mucking around and fix the problem, maybe take the budget from the ruining Riccarton Rd....
24292	Rosemary	Keen	n/a	2	1	3	We have lived in the area since 1965 and have seen the huge change in traffic volumes on Harewood Road which has increased greatly since the earthquakes. The traffic on Gardiners Road has also increased but is now controlled by Sawyers Arms / Gardiners lights which has made travelling on Gardiners much safer.



**SUBMISSIONS RECEIVED ON HAREWOOD ROAD, GARDINERS ROAD, BREENS ROAD INTERSECTION**

June 2019

ID	First name	Last name	Name of organisation (if applicable)	Option 1: Left in/left out with signalised pedestrian crossing	Option 2: Traffic signals	Leave intersection as is	Comments - Please provide any feedback
24291	Mike	Burrows		3	1	2	I have had a crash at this intersection. It is not safe. We use it everyday and see so much dodgy driving. There are alot of foreign drivers that attempt dangerous maneuvers to get through as well as locals. Using the U turning areas is dangerous as it is hard to see and cars get backed up along the lane. We are rethinking our child going to Breens as crossing that road is completly unsafe. Even at the crossing points you are taking your life in your own hands and have to go right out onto the road to be able to see past all the parked cars. Lights is the only answer. Making it left in and left out is only goin to make the U turning worse than it is now and the amount of cars performing this will be huge. Anyone who lives around here and uses this intersection knows that lights is the only answer. Its easy to say lets make it left in and left out if you dont use this intersection. 100% we need lights!
24290	Martin	Cusd		3	1	3	I believe this is long overdue this intersection is extremely busy and dangerous. As a Board member of a local primary school one of our school community was injured at this intersection recently  The left turn option would create bottle necks and divert traffic down suburban streets not designed for heavy traffic volumes.  Do the right thing CCC and please install traffic lights
24289	John	Blackburn		3	1	3	
24288	Mel	Clarke		2	1	3	My children attend Cotswold school and with many activities after school in bishopdale this intersection is used alot. If it was traffic lighted I would use it more often. Harewood Road is a main road with many users and can be very hard to get onto from side streets.
24287	Chantelle	Henderson		3	1	2	
24286	Heba	Ghali		3	1	3	I am 100% with installing traffic lights for the sake of our children, youth and elderly who drive or are passengers in cars. Please we don't want to lose any more lives for things that could be avoidable. Please don't consider closing the median on Harewood Rd as this will create other problems with delays. Consider the nearby schools and preschool and how dropping and picking up kids causes stress for some parents to be on time for their work. Also, on Saturdays lots of soccer games and rugby matches take place in the Nunweek park and Bishopdale Park and safety is paramount .
24285	Charlotte	Oakley		3	1	3	
24284	David	Hall		3	1	3	Dont be stupid, do it properly.
24283	Megan	Lowe		2	1	3	
24281	Annette	Woermann		3	1	3	Traffic signals are long overdue for this intersection.
24280	Tamara	Drew		1	2	3	I think that safely needs to be improved, quickly. Option one provides this with the lowest cost, the most likely to be carried out and the least disruption to traffic flow on Harewood Rd.
24279	Andrea	Barr		1	2	3	
24277	Matt	Jackson		1	3	2	Preferred option allows for future tie in with cycle way and is much better for active transport users.
24276	John	Gilmore		2	1	3	
24275	Lindsay	Dell					Hi,  thank you for the oppportunity to comment on the proposals.

**SUBMISSIONS RECEIVED ON HAREWOOD ROAD, GARDINERS ROAD, BREENS ROAD INTERSECTION**

June 2019

ID	First name	Last name	Name of organisation (if applicable)	Option 1: Left in/left out with signalised pedestrian crossing	Option 2: Traffic signals	Leave intersection as is	Comments - Please provide any feedback
							<p>Without putting to fine a point on it I consider option 1, (left in left out), to be downright dopey. To effectively close a problematic intersection as a solution seems like lazy unimaginative planning.</p> <p>I am a long term resident of Fairford Street which connects Gardiners Road with Cotswold Avenue and in the past whenever the Gardiners/Harewood intersection or Harewood Road has been compromised by road works or accidents the amount of traffic using Fairford Street as a rat route has been nothing short of frightening, increasing traffic flow by several hundred percent.</p> <p>At these times traffic travelling south on Gardiners and wanting to right turn right into Harewood or straight ahead on Gardiners it bypasses the Gardiners/Harewood intersection by turning left in Fairford, right into Cotswold then right into Harewood. The result is that Fairford street, which is effectively one way when cars are parked even on one side, has a massive increase in traffic including truck and trailer units which the road is totally unsuitable for.</p> <p>Secondly at the Fairford, Cotswold intersection there is a primary school with the associated traffic jams and road blockages at least twice a day, even more traffic causes some real safety issues that dwarf what occurs at Gardiners/Harewood. The church on Cotswold avenue frequently holds funerals and other functions that cause heavy parking on Cotswold and surrounding streets that inhibits visibility considerably. More traffic just increase the safety problems.</p> <p>Thirdly the Cotswold, Harewood intersection is horrible with right turning traffic overloading the intersection making it extremely dangerous. Increased traffic also overloads Cotswold Avenue with North bound traffic going past the school after turning from Harewood, left into Sawyers Arms then Right into Gardiner to continue their journey North to Northwood and further.</p> <p>My comments are based more than 50 years of real observations, not on manipulated modelling and to have the previously observed traffic flow as a constant will make the present problems at the Harewood Gardiners intersection look trivial.</p>
24274	Amanda	Ward		2	1	3	<p>Harewood Road is a very busy two lane road with many cars wanting to cross due to its connection between busy Wairakei and Sawyers Arms (which already has traffic lights despite it being less busy now with Gardiners Road no longer accessing onto motorway). There are many pedestrians crossing as well and especially children for the local schools so this needs to be made safer by OPTION TWO. Option 1 doesn't allow for good flow of traffic and accessibility of the neighbourhood. If they can put lights at Sawyers and Gardiners which is less busy with cars and minimal pedestrians then it should be done for this one. It's for the safety of people and flow of traffic on a main thoroughfare and link between suburbs, city, motorway and the airport.</p>
24273	John	Dell		3	1	2	<p>Left in option will create far more traffic holdups in the area with people doing uturns.</p>
24272	Joan	Dell		3	1	2	<p>Traffic lights are by far the best option to keep the traffic flowing. People doing uturns to get back onto the way they want to go will cause more accidents with the left in option.</p>
24268	L F	Wood		3	1	3	<p>Lights please with a right turning light at all times. Thank you for asking us the most important people of Bishopdale.</p>

**SUBMISSIONS RECEIVED ON HAREWOOD ROAD, GARDINERS ROAD, BREENS ROAD INTERSECTION**

June 2019

ID	First name	Last name	Name of organisation (if applicable)	Option 1: Left in/left out with signalised pedestrian crossing	Option 2: Traffic signals	Leave intersection as is	Comments - Please provide any feedback
24267	James C	Strickland		3	1	3	Option 2 - Traffic signals  Bikers to give hand signals when making left hand turn & etc.  Pedestrian: Stop texting & using cellphone at crossing
24266	Edwin & Johanna	Spruyt		3	1	3	
24265	B A	Suckling		3	1	1	Re: Option 1 (left in, left out). How much consideration has been given to the Gardiners Rd/Breens Rd traffic - the option of using the u turn slots I feel is a very suspect compromise, the examples of Memorial Ave and Fendalton Rd would not be applicable as they do not relate to normal thru traffic, this option simply moves a hazard along Harewood Rd, what is the normal thru traffic volume - Breens/Gardiners?. Option 2 is really the only answer. I feel that using u turn slot as a usual route for Gardiners/Breens is very suspect and will provide a defacto road block on Harewood Rd - both directions, further the increase in traffic on Harewood between the intersection and the "slots" especially during the busy periods will be a serious hazard in itself. Note the volume of traffic from Gardiners to the business areas William Pickering Dr for example (which is still increasing) in the morning and returning in evening. I feel that as a regular user that this option has been poorly researched and will entail more expensive to rectify later.
24264	Sonya & Karl	Nuku		3	1	3	Living on this road with children at Breens Intermediate, this intersection is a nightmare & we are happy something will be done about it. We have been rear-ended waiting to turn left from Gardiners onto Harewood & weekly we see people parked up exchanging details as it has happened again!!! Then their is crossing the intersection, which we, like most people try to avoid. It is dangerous, scary & traffic builds up. I know we (and most people we know) choose to not cross over but turn left from Gardiners onto Harewood & do a u turn at the island break (as proposed in option 1). This too is dangerous with the right hand lane often blocked or partially blocked by those doing the u turn & if someone is doing a u turn coming the other direction. It's worse, people are unsure where to stop & wait till it's clear & make risky moves. That option to us is not a sensible or helpful one. Traffic signals is the obvious best answer. I wonder if you have also considered the affect this Gardiners/Breens intersection has on those around it. The Wairakei Rd, Farrington Ave intersection has a lot of congestion & dangerous maneuvers that would be avoided if people felt comfortable to go up Breens & cross over to Gardiners Rd I know we go up Farrington so we don't have to contend with this tricky intersection. I'm sure there are others that are affected also.
24263	Ruth	Harris		3	1	3	I think the traffic lights option is most definitely the right one. I am one of the drivers who turns left out of Gardiners Road into Harewood Road & then right at the U-turn slot this in itself can be a dangerous move if other vehicles have the same idea at the same time. At busy times, when wanting to turn right into Harewood Road from Gardiners Road, I prefer to drive down to Sawyers Arms Road, turning left at the lights & so on to Johns Road. I often walk along Harewood Road into Gardiners Road & cringe at the impatience shown by many drivers as they either want to turn right or to drive across the intersection to Breens Road, making sill decisions. The stop signs are often ignored & have seen so many "nearly accidents". Frustrating trying to see around other queued vehicles when turning left from Gardiners Road into Harewood Rd creates impatient drivers & potential accidents therefore.
24262	Kim	Gallagher		2	1	3	I have seen many accidents at this intersection and for this reason I drive my children to school. I avoid this intersection when I can (especially at busy times). It is extremely dangerous the way it is and it has to be remedied urgently before someone else is injured or worse.

**SUBMISSIONS RECEIVED ON HAREWOOD ROAD, GARDINERS ROAD, BREENS ROAD INTERSECTION**

June 2019

ID	First name	Last name	Name of organisation (if applicable)	Option 1: Left in/left out with signalised pedestrian crossing	Option 2: Traffic signals	Leave intersection as is	Comments - Please provide any feedback
24261	Miranda	Luxton		3	1	3	I believe traffic signals are the only safe sensible option. You cannot rely safely on U turns as turning cars build up at that point or the rear of the car sticks out into following traffic "Dangerous". Option two provides safety for cyclists and pedestrians, which are mostly school children getting to and from school. We have lived in the area over 20 years and this intersection has always been a dangerous one, we now live in Leabridge Mews and find increased traffic coming down Crofton Road onto Harewood Road to avoid the Breens road intersection. Lights would help other roads like ours no to be so congested. Why are lights such an issue! Manchester St seems to have obtained numerous ones without any problems (It's ridiculous trying to drive down there!). Sell some statues / artwork pieces that cost the rate payers millions to install over the city. They are not needed! Surely safety of our children and drivers is more important. This is such a dangerous spot. I've seen numerous accidents. Lights is a MUST HERE!, stop proposing and take action now
24257	Steve	Roberts		3	1	3	
24256	Zara	Roberts		3	1	3	
24255	Justin	van Tulder		2	1	3	Witnessed a huge amount of near misses and risk taking. This should have been improved earlier for the safety of this community.  Slowing down traffic is necessary to improve safety
24254	Eileen	Holden		3	1	2	
24253	Ben	Frickleton		2	1	3	
24252	Brent	Anderson		1	3	2	I believe putting in traffic lights will cause much more traffic congestion on Harewood Rd.
24251	Diane	Anderson		1	3	2	Option 1 preferred. Will make the intersection safer whilst maintaining good traffic flow.  Do not like option 2, traffic lights. This will just cause congestion, poor traffic flow and build of traffic on the roads waiting at the lights.
24249	Jess	Olive		3	1	3	I use this intersection every day and it's so dangerous. I see near misses all the time, traffic lights is a must!!!!
25465	Sean	Clifford		1	3	2	Prefer option 1 only if the u-turn slots either side of the intersection are improved.  Currently there is not enough space to wait for a gap when u turning without blocking the right lane of traffic with the rear of the vehicle unless your vehicle is very short.  Blocking off the right lane will worsen if option 1 goes ahead without improving the u turn slots, as I imagine a queue will form in busy periods.  I suggest having small bays cut into the islands to allow traffic to wait out of the traffic flow at the u turn slots, and include it option 1.  Otherwise I like this option due to the lower cost and increased safety.
24246	Lisa	McGregor		2	1	3	
24245	Kelly	McManus		2	1	3	

**SUBMISSIONS RECEIVED ON HAREWOOD ROAD, GARDINERS ROAD, BREENS ROAD INTERSECTION**

June 2019

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24244	Belinda	Donldson		3	1	2	I don't believe the intersection is safe as it is. Personally I use the intersection a lot, and I would find lights a better option. I have noticed a huge increase in traffic in recent years along my route of Styx Mill/Gardiners/ Harewood Rd. I'm not sure if it's because of development in Highstead or Regents Park Close subdivisions or Summerset Retirement Village, but we are all accessing the primary and/or intermediate schools, Nunweek Park facilities, Airport, or local businesses. This section of Harewood Road is very busy, and this particular intersection unsafe.
24243	Wesley	Steyn		2	2	2	Too many crashes. 1 hapened right infront of me. we need lights asap
24242	Charlotte	Berry	Independent Nannyng	2	1	3	The amount of times I have almost been crashed into or seen an accident is terrible! I've had to slam on my brakes so many times because people take risky gaps and can't get through. I drive this intersection many times a day and it is usually always a problem. The only way the crashes will be reduced with less anxiety about using the intersection will be traffic lights. It should have been done many years sooner! Disappointing.
24241	Kelly	Hanrahan		2	1	3	
24240	Noela	Rendle		3	1	2	Option 2 and we would use this intersection more often especially at weekends. With traffic lights it would take the pressure off Farrington Avenue and Greers Road which become clogged at rush hour. Pedestrian lights would make it easier for school pupils and perhaps cyclists who would prefer to walk their bikes over the road which is so wide at that point. Option 1 would send us all down Crofton Road but then Sawyers Arms intersection becomes a problem so we would then use Cullahill Street to get back to Breens Road for the next set of traffic lights.
24239	Barbara	Pett		2	1	3	
24238	Wendy	Matheson		3	1	3	Traffic lights would be safer for people and children crossing Harewood Rd
24236	Nina	Campbell		2	1	3	
24235	Deborah Williams & David Minifie	None		3	1	3	Deborah: I used to live in Aintree Street (1978-1997) and getting across from Gardiners Rd to Breens Rd has always been dangerous. I was glad when Aaron McKeown was trying for a change. Option 1 is an improvement but not enough. If one comes out left from Breens Rd in a car one has to move into the right line and then use the U turn slot, which is probably not wide enough to accommodate larger vehicles. I always worry about using it in our smaller Honda Fit! Then one has to contend with traffic coming from the left - is the car front too far into the right lane? I never feel very safe in those U turn slots. I know that is the cheaper option but to me it is not the safer option. Safety First, please.
24234	Diane	Mundy		2	1	3	
24233	Mr G V	Gaspar		3	1	3	What is taking the Council so long.  This intersection is a nightmare.  Pull finger and get on with installing traffic lights.
24232	John & Eileen	Ward		3	1	3	Having lived in Hockey Street and Melville Ave for some thirty years we often use Breens Road and find the cross roads in question quite dangerous esp. crossing into Gardiners Road. We think traffic lights are long overdue and would be much appreciated. The weakness is the present through route is not being able to turn right into John's Road when travelling north.
24231	Lauren	Meads		3	1	3	

**SUBMISSIONS RECEIVED ON HAREWOOD ROAD, GARDINERS ROAD, BREENS ROAD INTERSECTION**

June 2019

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24230	Mrs	Holland		3	1	3	Option 2 in my opinion would be safest for traffic & pedestrians & cyclists. Many school children cross this intersection also.
24229	Berendina Petro	Jansen		1	3	1	
24228	Sue	Carroll		3	1	3	<p>I take my life in my hands several times daily crossing over this intersection. Most times it is simply not feasible to drive around side streets. I don't know how you do your 'modeling' but the best model is to drive it yourself. It has been unsafe for far too long &amp; lights have gone in on Sawyers Arms/Gardiners Rd intersection which was a total improvement. There are even pedestrian lights at the pedestrian crossing beside the Papanui Club - Necessary?? We also have the Breens / Wairakei intersection to cope with. Please, we really do need a break from the constant stress of this intersection &amp; lights are the only practical answer. It must be our turn by now!!!! - Listen to the residents - they know - find the funding.</p> <p>Option 1 is just as chaotic as what it is now if not more so. We already choose to do U Turns on Harewood Road which in themselves aren't safe on such a busy road. They will also cause a build up on Harewood Rd with cars lining up to turn thereby slowing the traffic flow &amp; causing danger. Point 7 - there will be minimal disruption to traffic flow on Harewood Rd is totally untrue. Planting trees just makes the roadway less visible &amp; takes up more road space to add to cyclists into the mix at another time is a recipe for disaster e.g. St Asaph Street</p>
24227	Jontelle	Buckingham		3	1	3	Traffic signals / lights are the only option to fix this issues. If you have option 1 you will only divert this issue to other intersections the area or a huge amount of traffic trying to do U turns on Harewood Rd.
24226	Sandra & John	Olliver		3	1	3	Traffic lights are essential for all cars, bikes, buses and kids cycling and walking to school. It's a no brainer for a long time - make it like Sawyers Arms / Gardiners corner. NOT left in / left out this would create problems for all. Thanks to Aaron Keown for all the work he put into this - great consultation
24225	Hitoshi	Suzuki		3	1	3	Option 1 does not let us drive through the intersection from Gardiners Rd to either Breens Rd or Harewood Rd towards the airport. Also, it will not let us turn into Gardiners Rd from Harewood Rd when driving back from the Bishopdale Mall etc. and we use this circuit the most. To my family, option 1 is a nightmare. I would make us waste fuel and time as well. This is not efficient in our everyday life. We would like a simple intersection. Therefore, for us, Option 2 is the best plan of the intersection
24224	Kathleen	Rowley		2	1	3	I feel that Traffic Signals is the right option here. In years to come this side of Christchurch will be even more busy and Traffic Signals are the only answer.
24223	Householder	None		3	1	3	<p>I DO NOT WISH TO GO ONLINE.</p> <p>Absolutely traffic signals. They are safer for pedestrians crossing. Everyone gets a fair turn &amp; there is no way with the amount of traffic already we want more on Harewood Road just to use U turn bays - Breens Road has a school and needs straight access from Gardiners Road.</p>
24222	Karen	Bartosh		2	1	3	I do not think leaving this intersection as is is an option. The speed of cars on Harewood Road is a concern for myself and my family. We turn right out of Cotswold Ave often for work and school and found this very difficult and sometimes dangerous. An extended medium strip is an option but could have other issues like a build up of traffic turning.

**SUBMISSIONS RECEIVED ON HAREWOOD ROAD, GARDINERS ROAD, BREENS ROAD INTERSECTION**

June 2019

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24221	John Stirling	Bowie		3	1	2	I have been avoiding the Brrrens/Gardiners/Harewood Road corner for 17 years and always use Crofton Road instead. Then I turn left and immediately right to enter Trafford St, I believe your option one will cause many accidents as traffic exiting Breens Road will find problems with using the slots to reach Gardiners Road. The slots are short and long vehicles impeded the traffic flows in both sides of Harewood Road. Also I foresee larger dangerous queues in Wairakei Road in order to enter farrington Avenue and much longer queues at the Harewood roundabout in order to reach Sawyers Arms Rd. I regularly exit Trafford St & turn right to go to Papanui. Your option 2 will help me as traffic on my right will often be stopped at the Breens Road lights. Please put in the traffic signals!!!
24220	james & judith	douglas		3	1	2	WE walk our dogs at that corner every day & witness the near misses & traffic trying to turn left onto Harewood road.  We also go to the airport on a regular basis. & find we cannot turn left at times. If option one is used it will congest traffic at Bishopdale roundabout with traffic going back towards the airport
24219	Fiona & Adam	Hollingsworth		3	1	3	Traffic signals is the only sensible option!!!
24218	John	Basand		3	1	3	Currently it is a dangerous intersection, I'd prefer traffic signals. Traffic signals allow me too still cross Harewood Road. Which is an important reason I support Option 2.
24217	Ann	McLachlan		1	3	3	Option 1 as it will be completed quicker than my preferred Option of 2.  4 lanes of traffic are impossible to cross at busy times.  Please complete as soon as possible. I have seen many a near miss at this intersection.
24216	Peter	Isle		3	1	3	Option 2 - Traffic Signals  Permanent speed detectors / both sides of Harewood Road / in the vicinity of Bishopdale Park
24215	Sarah	Johnstone		2	1	3	Something needs to happen. There are so many near misses. I try to avoid the intersection when possible.
24214	Debra	McBratney		3	1	3	
24213	Wit	Morgan		3	1	3	
24212	Robert	Love		1	3	3	Option 1 is the most favorable option for the following reasons:  - It helps to give some priority to pedestrians and cyclists  - It maintains the integrity of the major arterial road route, and will reduce potential delays which would occur in option 2  - reduces the potential for traffic accidents by people 'shooting the gap' as it will be left turn only.  - has the potential to increase the attractiveness of the area if some of the hard surface areas are softened, and reduces the physical imposing nature of a large intersection like this.  - a lot cheaper than option 2.

**SUBMISSIONS RECEIVED ON HAREWOOD ROAD, GARDINERS ROAD, BREENS ROAD INTERSECTION**

June 2019

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24211	Stan	Price		3	1	3	Traffic lights is the only reasonable option. We need to drive through to Wairakei road and back several times a week and with 4 lanes to contend with it is an extremely tense time. Traffic lights here are a natural follow on from the Gardiners Road/ Sawyers arms Road lights. The Council preferred option for U turns is dangerous and adds much more time to reach a destination. Also I feel bullied into having to fill out option 3 for Leftin etc and leave intersection as is as I am absolutely against those.
24210	Lorraine	Bonisch		2	1	3	<p>Yet another accident at this corner this morning 14/05.</p> <p>There is a very significant oversight in your proposal. There is absolutely no mention of Copenhagen Bakery and cafe, just 100 metres or so from the intersection under discussion. This is a major cause of congestion, frustration and many minor accidents as their customers and suppliers negotiate exiting and reentering the busy Harewood traffic flows. Granting consent on residential zoned land for a high profile cafe (official estimate 400-600 cars a day!) then additional consent for their industrial plant (with large curtain-side truck and trailer units entering and exiting!) was a bizarre and strongly disputed decision. I accept that this cannot be undone, but having made the decision, it is now up to the Council to mitigate the numerous issues and accidents it has caused. I believe only the traffic light solution will do so, and to ask us to wait is not acceptable.</p> <p>As a resident of [redacted] Harewood Road, I have had to change my work hours, to be able to exit my own driveway. Customers from the cafe/bakery park very close to my driveway (especially tradie vans in the morning) totally obscuring my vision of the fast-paced two lanes of traffic I have to join. The only way I can safely enter the traffic lane is to look down the footpath, beyond Breens Road and memorise the type and colour of vehicle that appears before a decent gap I can use to join the traffic flow. That vehicle is then invisible to me for about 100 metres, but once it has passed me, I can turn out of my drive. Then once I enter the traffic, I am frequently forced to brake hard immediately, to avoid cars shuffling in and out of the cafe car park, and the on-street parks outside it. This is dangerous in the extreme, and I now start (and finish) work 45-60 minutes late, simply to exit my own driveway more safely.</p> <p>Option 1 effectively narrows the road to a single lane through the intersection. This will cause even greater congestion, as through-traffic resumes two lanes right outside this very busy cafe. Effectively, cafe customers and large delivery vehicles parking and entering/exiting the car park will be negotiating this as well - 400-600 times a day! On top of all that going on, close by is the pedestrian controlled crossing. So we have traffic stopping for pedestrians (likely blocking Breens Rd as well), 400-600 cars stopping and parking each day for the cafe, and the road changing from one lane to two, all within a very short distance. How can this work, given the busy nature of this part of Harewood Road?</p> <p>I don't believe your modelling has taken the cafe and (industrial) bakery into account.</p>
24208	Jamie	Innes		2	1	3	As a parking warden I sometimes travel through this intersection, it's very dangerous when travelling north or south via Breens rd and gardiners rd as you are competing with 4 lanes of high speed traffic. I feel it needs traffic lights.
24207	Malcolm	Neutze		3	1	2	Option 1 is unbelievably wrong due to the increased use of turning bays on Harewood Rd. This will enhance the risk of buildup of stationary vehicles in a 50km movement lane waiting to turn, potentially backing up past the intersection itself. Lights are the only true option and I believe option 1 is being promoted solely due to cost savings
24206	Robert	Fleming		1	3	2	Thanks for the opportunity, I think that with so many such intersections throughout the city that are perceived as dangerous, it is best to consider the safety issues of them all from the evidence available. From that, an order of priority for improvements can be followed, following standard practice.



**SUBMISSIONS RECEIVED ON HAREWOOD ROAD, GARDINERS ROAD, BREENS ROAD INTERSECTION**

June 2019

ID	First name	Last name	Name of organisation (if applicable)	Option 1: Left in/left out with signalised pedestrian crossing	Option 2: Traffic signals	Leave intersection as is	Comments - Please provide any feedback
24205	Leonie	Downing		3	1	2	<p>Paragraph under INTERSECTION CONSTRAINTS AND ISSUES states - Some vehicles have been observed turning left, then using the U-turn slots further along Harewood Rd.....and yet this is your proposal!!!! Come on City Council you can have it both ways.....but you are correct, it is a CONSTRAINT and ISSUE (see attached photo taken at 4.10pm on 14/05/19).</p> <p>The lights put in place outside The Papanui Club (which isn't even an intersection) were put there for the safety of school children crossing the road. What about Breens and Cotswold school children? There appears to be a theme in your disregard for school children at this end of Gardiners Rd by going with option one (and making the right turn from Harewood into Gardiners a bus only lane) it will increase the traffic into Cotswold Ave (same st the school is on) all along to Fairford and then onto Sawyers Arms.....AND who is going to police the BUS ONLY TURN into Harewood Rd???? I know who won't be!!! And I'm sorry but if a bus can fit in a BUS ONLY TURNING LANE then so can my car. With the speed the submissions are coming into the Council you really need to have a long and logical think about it!!</p>
24204	Wallace	Tyrrell-Baxter		3	1	3	<p>Option one will divide the community, also put more presser on side road such as ours, Crofton, which already experiences heavy traffic at peak hours.</p> <p>Lights at gardiners road would help to control speeding traffic.</p> <p>Option one is a barrier to motorist who are crossing to the Wairakei business zone and the south east side of the city.</p>
24202	Kiri	Thrupp		2	1	3	
24200	Anna	Ivanova	Tait Communications	2	1	3	
24199	Erin	Manning		2	1	3	<p>Has putting a large roundabout in been modelled as well?</p> <p>Gardeners Road is now the way to get to Willowbank as you can no longer turn right from Johns Road.</p> <p>It is also used a lot when coming back from Northwood or using the Eco Drop via Styx Mill Road.</p> <p>Sawyers Arms Road is unlikely to become a preferred route over Harewood Road with it being so hard to turn right on to Greer's Road.</p>
24198	John	Carter		2	1	3	<p>I have seen a number of serious smashes at the Wooldridge Rd / Harewood Rd intersection as well.</p> <p>My experience of driving through these intersections is that, because of the roundabouts at either end.. the traffic flow at peak times is continuous and not batched by any lights.</p> <p>Thus drivers become impatient and take whatever small gaps in the traffic flow they can find.</p> <p>&gt; The predicted cost of installing traffic signals is \$1.2 million</p> <p>That seems excessively high. I would definitely push back on that pricing, somebody is gold plating something.</p>

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24196	Chrissie	Tait		3	1	2	There NEEDS to be traffic signals at this intersection. It is a busy stretch of road with cars navigating 4 lanes and a wide middle strip, along with young school children making their way to and from school. Traffic signals benefit EVERYONE.
24194	Freya	Schroeder		3	1	3	I won't use the intersection, I've had too many close calls. I will drive round the block to avoid it.  Some thing had to be done, it's a serious is as he that needs to be addressed for our safety.
24192	Mary	Axcell	My Favourite Things	3	1	3	I surprised there are not more accidents people attempt stupid risky driving as they try to cross dangerous
24191	Sarah	O'Brien		2	1	3	I lived in Gardeners Rd for 8 years and we witnessed multiple constant accidents. This intersection is horrific, and requires traffic lights to properly control traffic and provide safety. Locals avoid it like a plague, and crossing is damn near impossible, causing locals to drive down Harewood rd and U-Turn as a safer option...
24190	Kerren	Langdon		2	1	3	
24188	Michael	Coe		3	1	3	Put in traffic lights and fix the issue. do it now. Don't do half job as outlined in option one.
24186	Diana	de Beus		3	1	2	A price can't be put on the safety of our community. Traffic lights are the only sensible decision. Too many cars already drive through the stop sign on Breens Road regularly. I walk every night at 5pm down Harewood Road and watch the cars cruise through the stop sign at this intersection- it's crazy and never any police monitoring it. Stop should mean stop but it doesn't at that intersection!!. Option 1 will cause extra traffic to divert down Leacroft Street - location of playground, skateboard park and tennis courts - already a high child pedestrian and vehicle street, or Woolridge Road which already has huge traffic with hockey and sports fields. Unacceptable and dangerous for our community - please prioritise these lights.
24185	Sarah	Sim		2	1	3	Another option - A roundabout would keep the traffic flowing and would allow for safe intersection crossings
24184	Henrietta	Laney		2	1	3	Traffic lights are not a want but a need, as there are too many crashes at this intersection. The safety of the drivers, schools children and pedestrians is paramount! Surely expense needs to give way to community safety!
24183	jim	Knowles		2	1	3	
24181	Ken	Clark		1	2	3	
24180	Michael	Roan		2	1	3	Doing nothing is a dangerous option!
24179	Sharon	Knowles		2	1	3	I see and hear daily crashes and sometimes multiple crashes on this corner could be prevented with lights and be way more cost effective in the long term.
24178	Steve	Russell		3	1	2	
24177	Imogene	Middlemiss		2	1	3	For everyone's safety there should only be one option and that's traffic lights with turning arrows.
24176	Jennifer	Bourne		2	1	3	
24174	Carla	Boyce		3	1	3	Traffic lights need turning right arrow on all four sets and work all the time. Greers road only allows 2 cars from Harewood into Greers during rush hour and most of the time those two cars are turning on a red light because straight traffic going through orange.

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June 2019

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24172	Lynette	Frickleton		3	1	3	I think making use to the u turn lanes will also cause hold ups along Harewood Road. I also do not see them being very safe especially if you have all the school traffic wanting to to do u turns. I do not think people will use Breens as an alternative main route instead of using Johns Road. I think traffic likes will make turning right onto Harewood Road an easier option.
24170	Bridgette	Lawry		2	1	3	Very dangerous intersection, lots of accidents. Really need lights there please
24169	Adrienne	Russell		2	1	3	Really need lights - living on Gardiners Road up near Harewood Road, this is a no brainer as the way cars cross the road is going to lead to a fatal accident one day. You really only need to sit and watch this intersection from 7.30 to 10am and then 4 to 6.30pm to see the way people are so impatient to cross over that they take dangerous risks. People are already turning left and then doing u turns at the first opportunity which creates a danger for cars coming up behind at a rapid speed and again I have seen so many near misses.
24168	Faith	Cockburn		2	1	3	Lights are definitely the safest option.  Desperately needed here please. Far too many accidents at this intersection.
24167	Alana	Waters		2	1	3	Traffic Lights would be so much safer for this intersection. To many accidents trying to cross over four lanes.
24166	Scott	Forsyth		1	2	3	I always believed traffic lights would have been the only fix to this problem but having read the alternative option I now understand how much better it is.
24165	Dawn	Hanara		3	1	2	I just passed through this intersection this morning (14/05/2019) and came across another collision again.  This intersection is too dangerous as it is and needs traffic lights for the safety of motorists and pedestrians, especially school children in the area.
24164	Frith	Lilburne	Cotswold school	1	1	1	I work at Cotswold school and go past this intersection four days a week and hold my breath and feel relief I have passed the intersection alive!
24163	Sarah	Jones		2	1	3	
24160	Andrew	Were		2	1	3	The traffic light option is the only realistic option that provides pedestrian crossing control on all streets concerned. Restricting through traffic will probably just transfer the problem to another intersection or roads in the neighbourhood. I am currently recovering from a broken ankle. Crossing Harewood Road is really difficult. Having a few more breaks in the traffic I expect would assist crossing the road from the Pimlico Place right of way. At times of peak traffic the cars just come down there continuously with very few gaps between them. I hope this be a flow on benefit but expect to be fully mobile before this project is even started.
24159	Ken	Spiers		1	2	3	
24158	Sarah	Pride		1	2	3	Please do SOMETHING soon with this intersection. It is so dangerous and I have seen so many close calls with people trying to turn right or go straight through from Gardiners to Breens Road. I don't have a particular preference for either option, as long as something is done to make it safer.

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24157	Kimberly	Smith		3	1	3	Closing off this road will cause delays at other intersections. You put lights at the Gardiners Rd/Sawyer's arms Rd intersection and this intersection was not half as dangerous as this one or as frustrating. I have lived in this area for over 30 years and it is well known that you don't try and turn right out of it unless you have no other option. Also I think it should be noted that with people parking outside and around Copenhagen Bakery it is very dangerous to use the u-turn space in the medium here as it stands now. If this was the only option to cross Harewood Rd it could very well cause just as many accidents as we have now.
24156	Sarah	McDonald		3	1	3	Langdons road turning onto greers give away markings needs to be reviewed as well. The people turning right cant see when the people turning left block the way. I've almost crashed a few times because of it. Please help me.
24155	Lisa	Fry		2	1	3	
24154	Becky	Gane		2	1	3	Thus intersection is a nightmare, I drive my son to Breens everyday I won't attempt to go straight through from gardeners onto Breens it's too dangerous.
24153	Whitney	Tahau		2	1	3	I use this intersection 5 days a week (M-F) turning left from Gardiners Rd onto Harewood Rd at around 5-5:30pm. Car parking on either side of this intersection should be removed anyway as it is almost impossible to see past the car on your right (turning right onto Harewood Rd or going straight onto Breens Rd) and cars parked. In winter, its an accident waiting to happen due to sun-strike. The "U-turn" bays are a hazard in themselves as they are not big enough for cars to get entirely out of the way. Though I understand the cost of traffic lights is far greater than option 1, I feel that lights will slow down the general speed and will allow all intersections to de-congest at appropriate intervals.
24152	James	McClurg		2	1	3	A two laned roundabout would be a much better method of slowing and controlling traffic on this stretch of Harewood Road
24151	Rose	te Kaat		2	1	3	
24150	Hilary	Pheloung		2	1	3	There are accidents far too often. I used to walk this way with my young son but we now avoid this intersection and walk a different route as it is too unsafe.
24149	Kimberley	Smith		2	1	3	Just put the damn traffic lights in already. It's well over due.

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24148	Fiona	Kennedy			1		<p>I support option 2 for traffic lights at the above intersection.</p> <p>I live in Meadowcroft Lane, off Crofton Rd.</p> <p>I feel this would increase safety for pedestrians and cyclists as well as cars. This is a very dangerous intersection which I try to avoid as I have seen multiple near miss accidents over my time using it.</p> <p>Nowhere in your information pack have you mentioned tourists in rental cars and campervans who come straight from the airport thinking this road is a major highway or unsure how to cross 6 lanes correctly.</p> <p>I have recently taught my 2 daughters to drive and am very aware how difficult it is for them as well as me to see oncoming traffic approaching as you right turn into Breens from Harewood roads.</p> <p>The traffic at Copenhagen Bakery also is an added risk with pedestrians crossing at unassigned crossings as vision is reduced by cars parked outside and leaving the bakery.</p> <p>Lights would ensure some control, the payback is congestion which is an issue in Christchurch anyway at all major intersections.</p>
24147	Sarah	Clark		1	1	3	<p>Change the intersection to left in/left out until you can put lights in. Lights must have working arrow signals. Spend the money now before someone loses their life.</p>
24146	Robert	Harvey		1			
24145	Charles	Millar			1	3	<p>I have lived on Harewood road for almost 14 years now and right from the start I have been very concerned about the speed of traffic on Harewood road and the danger at and also traveling through this particular intersection, on several occasions I have contacted the police and the council in respect of the danger.</p> <p>Since the closure of vehicular traffic from Johns Road into Wairakei Road I have noticed the increase in traffic travelling on Harewood road.</p> <p>On many occasions I have estimated the speed of vehicles in excess of 70 Kph (in a 50kph) this includes heavy motor vehicles towing trailers (sometimes fully laden) travelling up to and through this intersection, no way would they be able to stop in case of an emergency.</p> <p>While on the subject of HVM's I also wish to draw your attention to these vehicles using this intersection, I have noticed similar incidents like this.</p> <p>A full laden truck and trailer travelling South on Gardeners Road intending to turn right into Harewood Road this was about 4pm and traffic was extremely heavy using the intersection as it is most days. The driver patiently waited for some time then finding a gap to his right slowly moved into the intersection but was forced to stop in the middle to give way to vehicles travelling West on Harewood road, the driver was forced to remain stationary for some time until he was had to force his way in.</p> <p>The full intersection was blocked for quite some time until both units cleared the intersection and slowly moved away,</p>

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							<p>luckily no emergency vehicles passed as they also would be caught up in the traffic jam.</p> <p>The intersection of Breens Road and Gardeners Road with Harewood Road is in my opinion a major hazard, frustrated drivers are forced to take chances and enter the intersection before the way is clear, I have witnessed many "near misses" with the vehicles narrowly missing each other.</p> <p>I am amazed that there hasn't been any fatalities or serious crashes or perhaps I haven't heard of them. I am of the opinion and have been for some time that this intersection most definitely be controlled by lights therefore I am in favour of option 2.</p> <p>I omitted to mention in my last e/mail re the above intersection and the problem for pedestrians crossing Harewood Road/Gardeners Road. Pedestrians are in extreme danger when trying to cross both roads due to the speed and traffic volume.</p> <p>Again I am of the opinion that to alleviate this danger this intersection most definitely should be controlled by traffic lights. While on the subject of light controlled intersections may I draw your attention to the intersection of Harewood Road and Greer's Road.</p> <p>In heavy traffic I have been travelling down Harewood Road intending to make a right turn into Greer's Road, I have been the 5th or 6th vehicle back from the lights, on the green light one vehicle moves into the intersection and has to stop to give way to oncoming traffic on Harewood Road when the way was clear this vehicle completes its turn into Greer's road. However only one vehicle is allowed to make this turn as the lights had turned to red.</p> <p>Although there is a right turning arrow IT NEVER WORKS I have been forced to sit through five phases of lights before I reached the intersection. Frustrated drivers are inclined to take unnecessary risks.</p> <p>I would be grateful if this problem could be looked into and the problem solved before we have a serious crash.</p>
24144	Margaret	Pester		2	1	3	<p>This intersection is impossible to cross over while trying watch 4 lanes. It is extremely dangerous!</p> <p>There has been another accident there this morning. How many more does there need to be?</p>
24143	Steve Wright & Elizabeth Knowles	None			1		

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24142	Gerrit	Venema			2	1	<p>Option 2 - waste of money - waste of motorists time during off peak.</p> <p>Leave as is: - Traffic destined to decrease with Sawyer Arms upgrade, only an issue at peak traffic - and where is town isn't this an issue of extra care and patience?</p> <p>- Much cheaper too?</p> <p>Option 1 will not work for me at all. I bike as well as bus &amp; use straight thru &amp; right turn out of Gardiners all the time. When using the car it's almost always in off peak times. Closing off the crossing would be plump dumb &amp; very anti social for me. Very annoying option - please DO NOT do Opt 1. Focus more on upgrades to improve vehicle mobility, not impediments.</p>
24141	Ali	Rhodes		1	2	3	<p>Pedestrian crossing will be great as Breen Intermediate children need something to help them get across 4 lanes, often I've seen kids on scooters dodging the traffic to get across Harewood Rd. Option 1 would be great but the traffic e.g. wanting to turn right out of Breens or wanting to travel down Gardiners - they will have to make a U turn further down will cause a build up of traffic wanting to U turn and potentially cause the inside lane to be blocked. Also for me going to work (around peak hr traffic 5pm - 5:30 pm). I find it hard to get a gap in the traffic to cross over Harewood Rd, turning right into Harewood from Trafford St, I'm concerned that if traffic wanting to make a U turn it will be around Trafford which will make it more difficult for me to get across. If lights were to be installed on Gardiners / Breens maybe it would make it easier for me to get a gap in traffic after traffic stopping for a red light.</p>
24138	Nathan	Gillespie		1	2	3	
24137	Kelly	McGregor		1	2	3	
24136	Michelle	Grins		3	1	3	<p>Why not put a round about? With the lights there must be separate right turning arrows.</p> <p>If option 1 went ahead then there would be disruption to traffic flow as cars queue to use the u-turn bay, taking up one lane in Harewood Rd. I can't do a u-turn here as my car is larger and I have to do a 3 point turn. Have done this before and it is so risky that I will not do it again.</p>
24134	Linda	te Kaat		2	1	3	<p>This is such a dangerous intersection that the only option I believe is traffic lights. It is the only sensible solution. It is very difficult to safely across four lanes when going from Gardiners to Breens and traffic lights would help increase safety when doing this. It would also be so much safer for children crossing the intersection to get to school as they would have a controlled crossing to go over instead of having to wait for cars in two lanes then jump onto the median strip then have to go across another two lanes. So unsafe and I am very surprised that a child has not been killed when they do this.</p>
24133	Chloe	Woolford		2	1	3	<p>This needs traffic lights desperately before someone gets killed!!!!</p>
24132	Juanita	Copeland		2	1	3	<p>As this is a main through road to Wairakei Rd, blocking off the Centre would cause inconvenience and potentially more issues as increased traffic flow hits the farrington ave/Harewood Rd roundabout. Traffic lights the safest all round.</p>
24131	Linda	Marshall		3	1	2	
24130	Sharron	Herbert		2	1	3	<p>As I have had two (not my fault) close calls I subsequently avoid this intersection. I believe the left in/out would be a disaster as traffic would build up with vehicles trying to turn right at Copenhagen Bakery which is already congested with roadside parking.</p>

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24129	Graeme	Wood		3	1	3	<p>We have lived in the Harewood area for 12 years and in that time have witnessed numerous accidents at this major intersection, I am surprised that there has not been a fatality.</p> <p>We have seen a high percentage of vehicles that fail to stop and glide through if they see a break in the traffic.</p> <p>We have looked and studied the three options that are proposed, and without doubt the only option suitable and controllable is option two.</p> <p>I was amazed that traffic light were installed at Sawyers and Gardners Roads without much consultation, and then 250 metres along from the signals pedestrian traffic lights were installed.</p> <p>Traffic flow has increased on Harewood road and asking people to use the U turn bays as proposed in option one will be a headache especially around Copenhagen Bakery area.</p> <p>CCC rates are high enough , but spend the extra and go with option two, ask Govt. Roads board for more funding from fuel tax, and maybe get extra road tax from electric vehicles that aren't contributing to wear and tear on our roads.</p> <p>When option 2 traffic lights are installed also put in red light cameras, you may fund this installation from amber gamblers and red light runners.</p>
24128	Angela	Kay		2	3	1	This has been a problem intersection for years, I just went past another crash today. Something needs to be done
24127	Markus	Bennett		3	1	2	Having witnessed ANOTHER severe accident this morning, luckily not resulting in fatality, i implore the council to find the resources to save peoples lives! within the hour after the accident, there where at least a dozen very NEAR misses to the police and vehicles because of incident, with lights, this would be more manageable, if it happens at all
24126	Nicole	Williamson		3	1	2	As a person that has had a crash at this intersection, it needs traffic lights. You put lights outside the Papanui club on Sawyers arms that no one uses and has low risk, yet for years there's been issues/crashes at this intersection.
24125	Kate	Ogilvie		2	1	3	Traffic lights are a must!!
24124	Marie	Bianco	Cotswold School	3	1	3	This is a very dangerous intersection and traffic lights is the only way to make it safer for all motorists and pedestrians. We have a number of families who use this intersection and just today a family at our school was involved in an serious accident at this intersection which left not only those involved very shaken but also the other families and children who attend our school who witnessed this accident very shaken by it.
24123	Matthew	Aldous		3	1	3	Lights should be put in here it is a very dangerous intersection
24122	Anita	Gillespie		1	2	3	
24121	Ashton	Jack		3	1	2	<p>Disadvantage 1 for traffic lights applies to both options, crashes will never be prevented entirely.</p> <p>U-turn bays will cause congestion as Harewood Road gets busy causing people turning to wait, this will allow only 1 lane for straight through traffic which isn't enough for Harewood Road during the work rush.</p> <p>Crash rates will increase at U-turn bays.</p>



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24119	Jacob	Murdoch		3	3	1	I think lights with turning signals on each face on the street would be idea I travel alot down that road and lights are needed
24118	M	McCallum		2	1	3	Lights are so needed at this intersection! I have witnessed an accident here while walking with my daughter at the end of last year and have had a close call myself in the last few months. I see there was another significant accident there this morning.  I avoid driving through this intersection unless I am making a left hand turn as it is taking your life in your hands trying to get across or make a right hand turn. The benefits of a safer intersection far outweigh the extra time on your journey down Harewood Road. Especially with schools nearby, safe crossing areas and safer travel routes for parents are important. Having a safer intersection will be a huge benefit to the community and will make it easier (and feel safer) for people in the community to use active transport options.
24117	Alex	Dean		1	2	3	Left in left out results in a captured left turn lane for vehicles travelling in both directions. This will need to be marked and signposted to stop vehicles from driving into the splitter islands. This does not seem to be covered currently. Also, for eastbound vehicles the left lane will develop and be present for approximately 300m before becoming the left turn slip lane. This may cause some confusion, and does not keep simple consistency in the road environment.
24116	Kerry	McIntosh		2	1	3	Traffic lights are the only option. Anything less would be a disaster.  With the new road layout coming off the northern motorway, a long queue has been created at Sawyers Arms Roundabout in the morning, which in turn sends more traffic down Gardiners Road in an effort to avoid this back up.  Currently, this extra traffic try and avoid the dreadful turning opportunities of the Gardiners Road intersection, and traffic ends up funnelling into narrower streets, such as Crofton Road and Cotswold Ave, which contradicts Point 3 of the 'Disadvantages' pertaining to traffic lights - it's already happening, but in reverse of Point 3's argument. Surely traffic should be encouraged to use the wider, designed for higher volume, roads, such as Gardiners Road.  Please listen to those who use the roads, before the Daily/Weekly accidents turn into fatalities.
24115	Fiona	Sisson		1	2	3	
24114	Sam	Hall		2	1	3	
24109	Elliot	Wood		3	3	3	So I can cross the road safety without waiting for cars to stop to let other people cross.
24107	Jaco	Swart		3	1	2	When we lived in Bishopdale, we used this intersection a few times every day. It is horribly dangerous during peak hours. Traffic lights will make traffic fast and safe. Your preferred Option 1 will disrupt the traffic in Harewood Road. You have merrily screwed up traffic throughout the city with your too-clever designs, please don't go and screw up in Harewood.
24106	Wade	Tangney		3	1	2	
24105	Kerryn	Tangney	Mrs	3	1	2	
24104	Marietjie	Swart		2	1	3	we often use that road as we have a lot of roots in Bishopdale, where we used to live and where our church still is. Our daughter went to Breens Intermediate school and I know first hand how difficult that crossing can be and how difficult it is to turn with a car into the road. It would be good if something can be done to make it safe
24098	Noah	Kiely		2	1	3	
24097	Sean	Kiely		2	1	3	

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24096	Brent	Kiely		2	1	3	
24095	Evette	Kiely		2	1	3	
24094	ALLISON	BROOK		1	2	3	We live close to this intersection and use it many times a day. The number of close accidents and road rage is shocking - not to mention the number of accidents not even reported. The first option is well thought out and inexpensive and can be done relatively soon. Well done on this and thank you.
24090	Adam	Busson		3	1	2	I struggle to see the difference between the cost of installing lights for the pedestrian crossing points and installing actual traffic lights which i would presume would incorporate pedestrian crossing. The argument regarding nose to tail incidents due to the installation of traffic lights would then be no different to pedestrian lights in that case. Excess traffic will be forced into the uturn sections, do you intend to modify these areas. Have you considered a round about.
24086	Graeme	Belworthy		3	1	2	Option 1 must have been suggested by people who don't work, live, or drive through this area. It seems the Traffic Engineers have stuffed the inner city roads and are now moving to the suburbs to continue their distraction of the roading network in our city. I don't normally agree with Aaron Keown but in this case he is right in that Traffic lights are the only answer. Why would you put a cycleway down a major road?? For safety reasons they are much better on minor roads or better still in dedicated cycleways.
24081	Barbara & Graham	Willman		2	1	3	For two and a half years I took my grandchild to Bishopdale preschool on Breens Road. I would drive down Harewood Road from Cotswold Ave turning left into Breens Road. In all that time I never once returned that way as I considered it to dangerous I would return to Cotswold Ave via Isleworth Road and Farrington Ave. I believe traffic lights would be the safest way to go and long overdue.
24078	Vicki	Chapman		3	1	3	I think traffic lights make much more sense for the long term here. I understand the significant cost difference involved but I feel for overall safety and convenience for motorists, lights really are the better option. Traffic lights would allow motorists to still go straight across this intersection. When I have travelled down Harewood Rd from the Airport between 8 and 9am it is very busy, so I would hate to imagine multiple cars in the right lane waiting to do U-turns to go back to where they need to be to exit Harewood Road. Thankyou
24075	Diane	Townsend			1		
24064	Shirley-Ann	Griffiths		2	1	3	I travel this route to work everyday and feel left in/left out would frustrate travellers and have seen people do dangerous u-turns at the u-turn bays many times. Feel traffic lights would be safer for children going to school also.
24063	Debby	Chiplin		2	1	3	Very dangerous intersection
24058	DAVID	BROOK		1	2	3	
24053	Maurice	Gaskell		3	1	3	
24051	Robert	Smith		3	1	3	Install traffic signals, keep speed at 50kmh, this system has made Gardiners and Sawyers Arms Road so much safer, the traffic flows so much easier now. Harewood and Breen's and Gardiners Roads are feeder roads for people moving into and across the north west, there are alot of elderly people living in the north end of Harewood, and alot of school children who have to cross Harewood Road at some time of the day, make that intersection safer for all concerned, my comments are from someone who lives in Bishopdale/Harewood and has done so for 30+ years, the traffic has increased hugely in that time, just get on with it and do it, don't worry about beautifying Merivale, fix the roads that need it, save lives in the process
24050	Jessica	Allan		2	1	3	I use this intersection at least twice a day and it is such a scary intersection to use. Having traffic lights would be safer and easier for everybody that uses the intersection.

**SUBMISSIONS RECEIVED ON HAREWOOD ROAD, GARDINERS ROAD, BREENS ROAD INTERSECTION**

June 2019

ID	First name	Last name	Name of organisation (if applicable)	Option 1: Left in/left out with signalised pedestrian crossing	Option 2: Traffic signals	Leave intersection as is	Comments - Please provide any feedback
24048	Marie	Benns		2	2	3	With option 1, Would the amount of traffic using the u-turn bays, especially before and after school, be a concern and cause delays...if not then this option would probably be better than traffic lights maybe. As long as something is done.
24047	Kevin	Large		3	1	2	Closing the intersection will increase traffic on side roads  The pedestrian crossing needs to be as close to the intersection as possible. Pedestrians will not go out of their way to cross the road.  Closing the intersection will put a barrier through the middle of the community.
24045	Leanne	McNeill		3	2	1	
24044	Collette Wendy	Brown	Home owner	3	1	3	I quite often go down Isleworth to Leacroft St to get out on Harewood Ave and it can be quite a task getting out there. If you cut off the street to left only then I surmise that there will be more accidents there with people doing the u turns. I have done that coming from Gardiners Road onto Harewood to get across the busy intersection, and to do the turn can cause a backup there. A lot of people simply want to go straight over from Breens Road but the turning traffic hold us up. Traffic lights would certainly make that flow better and I would go there and use them instead of trying the smaller road. So NO to just turning left or leaving it as it is.  We have had our Wairakei Road now cut off to the airport, Gardiners Rd to Johns cut off, now you want to hedge us in on Harewood Road. Why do the traffic lights on Sawyers Arms Road and not on Harewood Road.
24041	Lucy	Boock		2	3	1	
24038	Paul	Young		3	1	2	Option 1 would appear to just shift the problem to the u-turn slots, which would likely hold up traffic in peak times and lead to further safety issues.  Option 2 is the sustainable, long-term solution
24036	Jenny	Romeril		2	1	3	
24034	Jacqui	Varga	N/A	3	1	3	Round about would've been good too...
24033	Vanessa	Payne		1	3	3	Lights are unnecessary, costly and would have too many flow-on effects for Harewood and surrounding roads. The left turn only option will alleviate all issues and people will learn quickly to get to their destination via the many other options already available. However, I did not read anywhere the increased instances of U-turns at this intersection, from people wishing to access Copenhagen bakery. Also, the increase of traffic in the vicinity of this intersection parking to go to Copenhagen bakery. I believe this should be factored into your workings also. Another consideration that may not have been captured, depending on when your data was compiled, is the increase in traffic volume since the changes to Johns Road.
24032	Julie-Anne	Jones		1	3	2	
24027	Tracey	Neithe		1	2	3	
24025	Noel	Armon		3	1	3	Traffic lights to control traffic like the same set on the Memorial ave (60k area) and Roydvale Ave (50k area) intersection.
24024	Terry	Jones		1	3	2	

**SUBMISSIONS RECEIVED ON HAREWOOD ROAD, GARDINERS ROAD, BREENS ROAD INTERSECTION**

June 2019

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24023	Michael	Bendall		2	1	3	<p>The u-turn turning bays will be completely inadequate to cope with the volume of traffic that will need to utilise them if lights are not adopted. That will result into back ups in the right lane on Harewood Road at peak traffic times.</p> <p>The people of Bishopdale and Harewood have been clear in their views about this intersection. Their voting of Councillor Keown is evidence of this. It is sad that a democratically elected councillor elected more or less specially on one promise cannot deliver on that promise without being hamstrung by Council bureaucracy. The Councils own information above is also clearly tailored toward its preference of option 1 which is unfair and doesn't accurately state the advantages and disadvantages of both options.</p> <p>About time the Council listened to the people who pay the bills.</p>
24022	Bianca	Bendall		3	1	2	
24019	Michelle	Sattler		2	1	3	
24018	Stuart	Beswick		3	3	3	<p>Suggest reducing Harewood Road, in both directions between Crofton Rd and Bishopdale roundabout to a single lane.</p> <p>It is currently single lane south of roundabout (as right hand lane turns right) and is single lane north of Crofton Rd in both directions. Leave two lanes in place from roundabout to Greers Road lights. As this allows traffic sufficient length to merge for lights at Greers Road.</p> <p>Speed limit is now 50kph all the way through to Johns Rd, thus traffic, in theory, should all flow at a constant, same, speed, thus reducing the potential for traffic to exceed the speed limit (on the now current two lane section) on this part of the roadway.</p> <p>If two lanes reduced to one lane, then introduce 45deg angle parking on west side of Harewood Rd from Bishopdale Park to up past Copenhagen Bakery - this is a high demand parking location with sports at the park, the playground and the cafe/bakery. By doing this it will increase parking availability in this area. Set parking back to allow for current bus stops and introduce left turning slip lanes for traffic turning left into: Leacroft St, Breens Rd and Trafford St. On the east side introduce slip lanes for left turning traffic into: Crofton Rd, Gardiners Rd and Cotswold Ave. Right turning slip lanes for above streets are already in place in middle of Harewood Rd, or can be introduced.</p> <p>Introducing such an option would negate the necessity to install lights at Harewood/Breens/ Gardiners intersection, as vehicles would only need to cross two lanes instead of the current four lanes. Having a single lane in each direction would introduce a constant speed for traffic, and not have the current situation of traffic exceeding the speed limit in either the inside or outside lane(s).</p> <p>Left turning / merge lanes could be introduced for left turning traffic out of Leacroft, Breens and Trafford going north and Crofton, Gardiners and Cotswold going south.</p> <p>It is a recently recognized fact, that traffic volume on Harewood Rd has reduced, and this volume has moved over to Sawyers Arms Rd (a single lane road). For consideration.</p>
24016	Christine	Mottram		3	1	3	Definitely need traffic lights as you have to cross four lanes on a very busy road to get across
24015	Alex	Tompkins		2	1	3	
24014	Teodor	Slavov		2	1	3	

**SUBMISSIONS RECEIVED ON HAREWOOD ROAD, GARDINERS ROAD, BREENS ROAD INTERSECTION**

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24013	Jason	Middlemiss		3	1	3	I would like to see traffic lights installed at this intersection. The left in, left out option is not the right solution for the intersection and will just complicate the turning process for all residents who live on Breens and Gardeners road.
24012	Karyn	Lynch		2	1	3	I believe lights is the only logical solution. People currently get frustrated and make inappropriate decisions that often put people at risk. I think if cars can only turn left then people will again make inappropriate decisions about turnin around to head north on Harewood Road. It has to be lights!
24011	Aroha	Tahu		3	1	2	
24010	Philippa	Chilvers		1	2	3	If the 'left-in/left-out with signalised pedestrian crossing' is installed, there must be an improvement in the U-Turn options on either side of the lights on Harewood Road. They are rubbish at the moment because there is nowhere to go while waiting to turn. I have regularly been beeped at while waiting to turn because straight traffic has to swerve or change lanes if there are more than one car waiting to U-Turn.
24009	Judith	Goodchild		2	1	3	
24008	M	Marra		1	3	3	
24007	Yvon	Gauthier	Permanent Cosmetic Enhancements Ltd	3	1	3	
24006	Anne-Marie	Prendeville		3	1	3	
24005	Danielle	Baty		1	2	3	
24004	Lyndon	Baty		1	3	2	
24003	Nina	Mogridge		3	1	2	<p>Apologies if you received an incomplete submission.</p> <p>I think option one is far too busy with traffic trying to negotiate lane changes.</p> <p>Traffic coming up Breens Rd to Harewood Rd will take a left turn and will immediately have to get into the right line so as to get to the first U-turn slot. This means they have to hope that through traffic on Harewood Rd traveling in the right lane will allow them to merge. Having got into the right lane and to the first U-turn slot they then have to wait until they can now turn into Harewood Rd to go towards Papaniu. Consider a car with a trailer or in the mornings more that one car doing this maneuver and you have the right lane of Harewood Rd, direction to the airport, as a queue. This same scenario will be happening at the Gardiners Rd intersection where traffic wants to head towards the airport.</p> <p>Also, I have observed the U-turn slots are not wide enough for the size of some of the large SUV or as mentioned, car with trailer or truck.</p> <p>This possible congestion at peak hour traffic will frustrate some motorists and I can see impatience rising.</p> <p>I think the only safe option, unfortunately cost wise is traffic lights.</p>
24002	Patricia	King		2	1	3	
24001	Harriette	Davies		3	1	2	

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24000	John	O'callaghan		1	3	3	A large visible warning that vehicles will be performing a u turn I think would be necessary due to impatient driving behaviour I've experienced over the many years I've lived in the area.
23999	Jonathan	F		3	1	2	<p>We've witnessed lots of near misses at this intersection so our preference would be lights. I find the estimated cost mind-boggling - that it would cost 1.2 million dollars to implement lights. Would be interested to see the break down for how this costing was derived as maybe we would have a better appreciation of the scope of works.</p> <p>Changing to left only is a partial fix - what's the point of doing a half baked solution when we have the opportunity to do it properly? Also I would miss the option of crossing this road when its quiet or suits.</p> <p>Leave the intersection as-is if it's deemed low risk as it really comes down to people needing to make careful decisions when driving - eg. if they are not comfortable crossing at this intersection they should just turn left rather than risk other peoples lives. Changing intersections to help poor driving is not the right way to improve safely - these drivers need better training or to be removed from our roads.</p>
23996	Andrew	McLachlan		3	1	2	<p>I don't think you understand that Gardiners Road is now a major thoroughfare for people to get to Northwood etc. If you remove the right turn (from Harewood) and straight across (from Breens) this removes that access. This will divert traffic to other smaller side streets, one being Cotswold Ave which has a Primary and Pre school on in. We should be looking to decrease traffic flows around schools, not increase it. The so called "safe U turn slots" are anything but safe. I have a larger family vehicle which cannot safely use these. While waiting the tail end of my car would sit out in the lane thus obstructing traffic and if someone had parked on the road opposite I would have to do a 3 point turn to get around. The area opposite these should be made yellow lines so it is easier for larger vehicles to turn safely.</p> <p>The intersection of Sawyers Arms and Gardiners Road use to be a dangerous intersection, which I tried to avoid, but once lights were installed there it is now safer and wait times are minimal, even during peak traffic. It only seems logical to install lights at Gardiners and Harewood Roads making one long straight road heading north through the suburbs thus avoiding having to go all the way down to Main North Road or Johns Road (which you now cannot exit to get to Northwood). Since the Johns Road entry was removed there are only 2 ways to enter Northwood when coming from the South. Hussey Road via Gardiners Road and Northwood Boulevard via Main North Road. This has increased the traffic flow and since there is another new sub-division going in on Gardiners Road, this will increase it even more once this has been completed.</p>
23993	Sophie	O'Grady		3	1	3	Traffic lights would work better long term.
23992	Karen	Clark		3	1	3	
23991	Amy	Doidge		2	1	3	As a regular user of this intersection I feel traffic lights are a better option, as they will allow less risk. The council preferred option I feel will just cause congestion at the u turn points. As well as frustration at not being able to turn right. I feel the comment of a possible rates increase if lights are chosen is just trying to sway people to the councils thinking as no Matt what rates are always put up anyway. I am yet to see a year when my rates haven't increased
23983	Raymond	Lum	Sword Productions Ltd	2	1	3	<p>I personally think lights are my preferred option. I don't ever go straight through from Gardiner to Breens during busy times.</p> <p>I do understand it will cost more but I would prefer this option</p>
23974	Kate	Blundell		2	1	3	

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23970	Caroline	Dagger		2	1	3	<p>Whilst traffic lights is my preferred option, I understand the possibility of this happening is not assured and if it does happen it will not be soon. From this respect I have considered the 2nd option extensively. Although this option has some positives and will certainly make this junction safer I have concerns about the impact either side of the junction.</p> <p>In particular as you travel past this junction towards the airport you quickly reach a large bakery. There is often a lot of congestion, slow traffic and traffic pulling out as people are slowing to try and find a place to park. If there is increased traffic trying to make a u-turn I have concerns about the safety here. The u-turn bay is pretty much level with the exit of the bakery. There will potentially be a queue of traffic trying to find a park for the bakery in 1 lane and a queue of traffic trying to make a u-turn in the other lane, effectively blocking the road.</p> <p>My preferred option would definitely be traffic lights.</p>
23963	Darin	Eder		3	1	3	<p>Community connectivity is already an issue due to this intersection. Option 1 will only make things worse. During quieter times of the day this intersection can be crossed comfortably. During busier periods it is almost impossible. Option 1 will prevent this 24/7.</p> <p>At the moment a large amount of traffic is diverted down surrounding narrow roads. Option 1 will only increase this. Particularly with the removal of a right turn option off Harewood rd at this intersection. Lights are the only real option here, otherwise leave it as it is.</p> <p>Option 1 basically reduces Harewood Rd to 1 lane through this intersection and the suggestion that people use the U-turn bays is ridiculous. This already causes issues here and any increased use of these will undoubtedly cause congestion and ultimately more accidents as vehicles merge left while avoiding queued cars waiting to do a u-turn. The removal of the right turn option will increase the use of these bays. If this is the intention then a proper u-turn lane would need to be introduced and the single lane on Harewood road would need to be extended to accommodate this.</p> <p>The effect of the removal of a right turn option off Harewood rd at this intersection is not to be underestimated in its impact to the traffic flow in the area. This will further increase the loading on surrounding narrower roads and will make accessing Breens intermediate and the associated pre-school, along with local properties in the area, far more difficult.</p> <p>People will try to use the bus turning lane either from a lack of understanding or ignorance.</p> <p>Option 2 seems to use the word "modelling" a lot. I would suggest that a lot of this modelling is flawed. Data out is only as good as data in allows. Locals have the real knowledge of where traffic flows in the area and why.</p> <p>Disadvantage 2...The lights will be mostly green for Harewood rd so I highly doubt that traffic will back up to Crofton rd. Also the proposed segregated cycle lane is only a possibility in the future so the threat of land purchases needed is, I believe, quite frankly simply a scare tactic. There are other options for the wheels to wings cycle way.</p> <p>Disadvantage 3...Lights may divert some traffic at busy times due to congestion but overall the loading on surrounding roads will be reduced. Surrounding roads currently see far more traffic than they should due to this intersections current configuration.</p>

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							<p>Disadvantage 4, 5 and 6... Maybe traffic will increase on Breens Rd and through the Wairakei Rd intersection but I have no idea if the 30% figure is at all accurate. The off ramp from Johns rd onto Gardiners does push traffic in this direction. This traffic then splits off at Saywers Arms Rd. The rest then splits onto Harewood Rd. Some of this will wish to continue on down Breens rd but the number will be small. Most of the traffic crossing this intersection (Gardiners-Breens-Gardiners) will be local traffic, particularly trying to access Breens intermediate and the associated pre-school.</p> <p>Disadvantage 7...So stop them momentarily with a red arrow to allow the pedestrians to start crossing first. The red arrow doesn't need to be on for the entire pedestrian crossing time and only needs to be activated when there are pedestrians and only to allow the pedestrians to start crossing and allow time for the turning motorists to see and them wait for them. Pedestrians have the right of way anyway and should always be looked out for by turning motorists at lights.</p> <p>Disadvantage 9.. The political football. Councillors from other wards don't want to approve funding that doesn't go to their ward. The safety of this intersection is not the only criteria that should be looked at when considering the priority for funding. This intersection is currently pushing traffic that should be using it down narrower side streets. Option 1 will only increase this and further split the community.</p>
23961	Jane	Catwright		2	1	3	thank you
23955	Tess	Abbott		2	1	3	
23953	Nicola	Dickson		3	1	2	<p>Common sense must prevail here - As a motorist I feel at most times it is too dangerous to try and cross 4 lanes of traffic to access the west, via Breens Rd. The Gardiners Rd/ Sawyers Arms Rd intersection was greatly improved by traffic lights - but in some ways is less valuable if you can then not easily travel any further west as the next intersection Gardiners/Harewood is too daunting to traverse (for many of us). It just doesn't make sense. The small Highsted/Sawyers Arms roundabout is often very busy especially at commuter times and if removing some of this traffic by improving the other sensible way to head west would be a great improvement.</p> <p>I feel the left in and left out option means even more traffic will be funnelled into the two roundabouts on Highsted Rd Highsted/Sawyers Arms and Highsted/Harewood - it will do nothing to improve matters for motorists, but make the other feeder roads even worse. Decision makers would do well to listen to the opinions of the people who use these intersections every day.</p>
23952	Lisa	Durney		2	1	3	We live a few feet away from this intersection and avoid it at all costs, even if you could only turn one way and had to use the uturn bays there are still going to be accidents, people are terrible at using them....lights are needed for the safety of motorists and pedestrians
23951	Jill	Plank		3	1	2	Put traffic lights in. Your feeble preferred option is just transferring the problem to the U-turns, whilst increasing the level of frustration and safety worries. If 1.2mil is your quote, then you are being hoodwinked.
23950	Nicholas	Tamblyn		3	1	3	The u-turn bays would back up traffic in option 1. A Turing arrow with the traffic lights would be the best option and the safest.
23949	Alexia	Parker		2	3	1	Blocking off the access to turn onto Breens road will just end up causing the same traffic jam issues at the Uturn openings. This will then put everyone more at risk of accidents as the turning traffic will streamline and pool in other areas. Traffic lights would be the safer and most viable option.
23947	Blake	Woodley		3	1	2	



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23946	Godo	Miyazaki		2	1	3	<p>We drive straight through the intersection on Breens/Gardiners so left in/out would not be the best option for us. That said I am fully aware of how dangerous the intersection is so it's not the best but understand if you go ahead with left in/out.</p> <p>I wonder if there are alternative funding options somewhere so that we could get the traffic lights? Can't think of any but surely there might be one?</p>
23945	Steve	Hanson		3	1	2	<p>The proposal to block straight-through traffic is ludicrous. One of the biggest sources of traffic during peak hours would be to the school. The left turn only option would be no safer for pedestrians and cars than traffic lights as day-dreaming drivers would not expect to have to stop for pedestrians, likely running up the back of other cars. You would probably have to lose the closet two u-turn bays for this option as well- prolonging journeys. You are forcing all the business park workers to use other routes for heading west and town traffic heading east, so instead of making the most of this already busy intersection more traffic will be forced onto narrower streets like Cotswold Ave and Leacroft St, which are so close together cars turning right at similar times could interfere with each other.</p>
23944	Allan	Turnbull		3	1	2	<p>This intersection is dangerous especially in the mornings. The</p> <p>Planners preferred option of closing off the intersection makes no sense to locals who need to pass through this intersection and use it regularly Clearly the planners are not locals.</p> <p>There is only one option to improve safety for those travelling north from Gardeners via Breens Avenue or south from Breens Ave through Gardiners and that is to put in Traffic Lights. Blocking this route may eliminate one problem but will create dangers /accidents at other points as drivers attempt to navigate other routes. Breens Ave is the main access route to the school -from both directions. For example parents approaching from Gardiners Road would be cut off. If solution 2 was instigated traffic would have to zig zag toget through the barrier at the intersection This would create issues which maybe as dangerous as the present situation especially at peak commute times such as before or after school.</p>
23943	Mandy	Keen		1	2	3	
23939	Nicols	Ward		2	1	3	
23938	Amanda	Lambert		1	3	3	Option one, my only concern is cars trying to turn with the bus.
23935	Felicia	Erickson		3	1	2	<p>I live off of Harewood Road and go right onto Breens daily as our son and family live on Charnwood Crescent off of Breens. Option 2 for a signal light is my choice because a blocked off median will make it difficult for me to get to their house. I go daily as our new grand daughter has many special needs and I try to be with her and our son as much as possible. The traffic light is the safest option for all modes of transport as I've seen car accidents at the intersection, Breen students trying to cross before and after school and the elderly. I've had to almost run across Harewood if I need to cross the street. I live on a road that commuters cut through to get further along on Johns road and I think this will only increase the traffic on our road. The speed limit change isn't adhered to by most cars. A traffic light would force cars to slow down which is a good thing. I walk on Harewood Road as well and the traffic speed is very dangerous.</p> <p>Please look at what the neighborhood wants as it's a very big deal for all of us that live here.</p> <p>Thank you.</p>

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23934	Arthur	McGregor		1	3	2	I support changing this intersection to option 1. This is a much safer choice than doing nothing for all concerned. However, option 2 is too expensive, especially as unlikely to get government funding.
23933	Lyn	Turnbull		3	1	3	This intersection is dangerous. It  Is very dangerous at commute time  There is only one option to improve safety for those travelling north from Gardeners via Breens Avenue or south from Breens Ave through Gardeners and that is to put in Traffic Lights. Blocking this route is not a solution. Also Breens Ave is the main access route to the school -from both directions. Parents approaching from Gardeners Road would be cut off. If solution 2 was instigated traffic would have to zig zag to get through the barrier at the intersection This would create issues which maybe as dangerous as the present situation especially at peak commute times such as before or after school and especially in inclement weather
23929	Susan	Bowie		3	1	3	As it is if you are turning into, or out of, Gardeners Road it s not too bad, but if going straight ahead onto either Breens or Gardeners, especially at peak times can be a bit daunting with 4-6 lanes to check. Now that this is the primary route to the Harewood Crematorium , and after talking to friends/colleagues that live in different parts of the city, I think that traffic lights are a far better option than left turn in and out
23927	Chris	Bellamy		3	1	3	Option 1----- NOT IN FAVOR  Will increase traffic into other side roads, we already have an issue in Crofton with many vehicles using this as a through road and this will only increase The road currently in to narrow for existing follow with speeding and parked cars, often I have to pull over to the side to allow cars/trucks pass as only one vehicle can get through at a time.  Cyclists as well are in a heighten risk of injury.
23925	Christa	Jellyman		3	1	2	My family and I use this intersection numerous times a day and it's not only dangerous for cars, but the amount of pedestrians that use this crossing, especially kids coming and going from school are put at risk. There are some real idiots who don't use this intersection well and I would see at least one accident a week. It is so dangerous. Lights would be the best option, as then it is much safer for the foot traffic as well as the cars and stupid people who cross and sit in the middle of the road waiting to be hit. Something major needs to be done here or there could be lives lost

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23922	Danielle	Hadfield		2	1	3	<p>I use Harewood Road two mornings a week to travel via preschool to work. When I approach the Harewood Rd/Breens Rd/Gardiners Rd intersection, I am always cautious, as I have had numerous near misses in the past of cars crossing in front of me to take advantage of a small gap in the traffic, which they have potentially mis-judged due to the speed of the traffic. I have had to slow down and brake, otherwise I would have hit them.</p> <p>Whilst traffic lights are more expensive, I believe they would be the safest option to get traffic safely across / left turn /right turn at this dangerous intersection.</p> <p>Having U-turn options in the median strip don't help traffic flow, as many vehicles don't use them well, with the back of them sticking out in traffic - which is dangerous, and makes the cars behind them having to stop or take evasive action into the other lane, - again I have seen many near misses with impatient drivers moving into the other lane to get round a waiting U-turn vehicle - frightening the driver who may not have realised that there is a driver in the median strip sticking out... having a dangerous flow- on effect.</p> <p>I cannot see how Option 1 is safer - as many more vehicles would need to take advantage of the U-turn lanes to turn around, - which would lead to many more people in a queue, holding up the vehicles behind them, creating a bottle neck and impatience again. Drivers in Breens Road would get impatient and use the bus turning "lane" to get across. Pedestrian traffic lights would make it dangerous, as cars turning left out of Breens would sail round that corner expecting a clear run, only to find the pedestrian lights are red to allow people crossing - so would need to stop suddenly.</p> <p>Traffic lights would allow each "side" to have their turn, so that all vehicles can easily turn the way they need to, without having to do a "dog-leg" of U-turns.</p>
23921	Ben	Claydon		2	1	3	
23920	Barbara	Claydon		3	1	2	Option One is a NO GO
23919	Richard	Claydon		3	1	2	Option One should not even be here. It is the silliest idea I have heard.
23918	Karen	Te Puni		3	1	2	For everyone's safety we really need traffic lights
23917	Michael	Hobbs		3	1	2	<p>I use this intersection regularly and almost always am travelling across or turning right from Breens Road. I believe making the intersection left turn only will only serve to shift the problem elsewhere (likely to the U turn bays) whilst restricting access to local residents.</p> <p>I note option 1 effectively reduces Harewood road to one lane each way at the intersection. Has this option been considered with the through/right turn option retained?</p> <p>As an aside I believe your listed advantages and disadvantages for both options presents a highly biased view of the options towards the Council engineers preferred option.</p>
23916	Merilynne	Evans		1	2	3	
23915	Hine	Hanara-Benbow		2	1	3	This is a very dangerous corner, for cars trying to cross from Gardiners Rd, to Breens Rd or turning right onto Harewood Rd and vice versa.. Breens Rd to Gardiners Rd or right onto Harewood... It is a dangerous corner for cyclist and school cildres also
23913	Don	Morgan		1	3	1	

**SUBMISSIONS RECEIVED ON HAREWOOD ROAD, GARDINERS ROAD, BREENS ROAD INTERSECTION**

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ID	First name	Last name	Name of organisation (if applicable)	Option 1: Left in/left out with signalised pedestrian crossing	Option 2: Traffic signals	Leave intersection as is	Comments - Please provide any feedback
23911	Casey	Curtis		2	1	3	
23910	Julie	Reid		3	1	2	
23909	Margaret	Grant		3	1	2	I use this road twice a day, seven days a week. The u-turn option is already used by a number of drivers as the intersection is too busy to go straight across during rush hour. This often blocks one of the lanes on Harewood road. Promoting this option will lead to more congestion. I don't see the value in spending \$400k on "improvements" to an option that already exists and that will add to congestion. To make this intersection truly safe for all, including cyclists and pedestrians, traffic lights are the only sensible option. Otherwise it is rate-payers' money down the drain.
23908	Tina	Stocks	Tait Ltd	2	1	3	Yes, this is dangerous intersection. It is crazy that installation of traffic lights requires 1.2 million dollars and no budget for this. Option 1 would force the use of U-turns more, which will block the Harewood Rd even more than traffic lights. It is already happening, when U-turn is being waited by many cars, blocking at least one lane on the Harewood road. and you think with a bus lane only going straight that people wont use it HA I think anything other than a installation of lights would be unacceptable people already take many risks and often result in close calls or accidents if its not done now it will only end up having to be done in the future so do it now while its cheaper it will on cost more in the future I understand from, a rate payer point of view the point of trying to save money and i am thankful for the concern, but I think in this instance it is important we fix this before someone is seriously hurt is that what it got to take for person to die in an accident before we make the right decision not simply the cheapest decision.
23907	angela	nicholls		1	3	2	
23906	Benjamin	Martin	Bishopdale Seventh-day Adventist Church	2	1	3	I have just become the pastor of the Bishopdale church in January. My son attends the Emmanuel school on Sawyers Arms Road - and so I cross this intersection at least twice a day, and am glad the CCC is looking at making changes here - as the intersection is difficult to cross - even as a fairly seasoned driver.  Many days I already simply turn left, and then use the turning bays to do a u-turn, before making a left turn again to cross the intersection. These turning bays however are often full, and this then creates a blockage on Harewood Road in the right lane - which also feels a little dangerous.  I appreciate the extra cost with signals option, but feel that overall, this would be the safest option - as there is still issues with the forced left turn.  Thanks for your consideration of this feedback.
23904	Vipul	Malik		2	1	3	
23899	Salinda	Lekamge		3	1	2	
23897	Dion	Stevenson		2	1	3	Putting lights in, would straighten the commute and reduced the waiting at Crofton St and the risks taken there. I feel there be less waits and a reduced environmental impact (less fuel and output from to idling cars. Why is a simple round-a-bout (dot in the middle and paint on the road) considered? Dunedin seems to have implement this concept well, without the major road works realignment and costs that CCC tends to apply to its round-a-bouts.
23894	Takeshi	Takane		3	1	2	
23890	John	Parker		2	1	3	Do something this is an accident waiting to happen.
23889	Ethan	Woodhouse		2	1	3	I think something has to happen because it is quite a scary intersection when attempting a right turn. I think option 2 is superior because it doesn't force people into a U-turn later on, which may not work well with higher volumes of traffic.

**SUBMISSIONS RECEIVED ON HAREWOOD ROAD, GARDINERS ROAD, BREENS ROAD INTERSECTION**

June 2019

ID	First name	Last name	Name of organisation (if applicable)	Option 1: Left in/left out with signalised pedestrian crossing	Option 2: Traffic signals	Leave intersection as is	Comments - Please provide any feedback
23888	Susan	Busson		2	1	3	I have observed many close calls on this intersection and think that if you make a bus only turn right lane it will not only be buses using this. It will be difficult to police. If you restrict traffic turning into Gardiners Road it will force them onto the back streets and then force the problem into other streets. Fix the intersection properly with lights and do it right the first time. At the moment I use back streets to get to a T intersection further along Harewood Rd as this is less hazardous to use. The fixing of the Gardiners Road intersection is long over due.
23887	Mariam	Alkaisi		3	1	3	Definitely want those traffic lights that intersection is a dangerous one and I always hate going there
23885	Brendan	Hampton		2	1	3	your argument against lights is it will slow traffic flow. i feel you put lights in at sawyers arms/gardiners unnecessarily and that has affected traffic flow more unnecessarily so that argument is flawed. i have seen more accidents at breens cars on there rooves flipped over your priorities are wrong in my opinion there should be lights at breens no lights at sawyers arms in my opinion.
23884	Beka	Hayward		3	1	3	If you are changing this to a thoroughfare for traffic to get to the airport in the long term it makes no sense to change it to one lane. It will slow traffic down and cause frustration to the community.  A lot of children and families use this area to cross to Breens intermediate and Cotswold School. Given that there are no safe crossings with lights or zebra crossings from Greers Road to Harewood Primary, I think that option 2 is a necessity. Especially if traffic will get busier with direct airport access.
23883	Debbie	Baxter		2	1	3	Traffic lights are essential at this intersection
23882	Jennifer	Sanders		1	2	3	My only concern with option 1 is that the turn spots on Harewood Road are not of a sufficient size for a car which leaves the end of the car disrupting the traffic in the closest lane. I've had a few near misses with cars who are trying to turn in these lanes and their rear ends are hanging out. I would like the turning lanes to be widened to make turning safer.
23879	Brent & Elisabeth	Langford		1	2	3	We have a very large family with children age 2 to 14. We really like option 1.  Our children would like to cycle and walk to Bishopdale Tennis Club (over Harewood Rd) and the Elephant Park , Library and Bishopdale Mall . They also play basketball at YMCA. At the moment we have to drive them to these places as it is to scary and unsafe for the children to cross.  Could you consider please putting the raised hump on Gardiners Road side RIGHT across and painting a WALK crossing AND a CYCLE crossing on or beside the humps (like Ilam Rd Uni, which is great for both walkers and cyclists). Also the same on Breens side. Then Children on the opposite side can get SAFELY to the places mentioned above using your pedestrian lights for walking and cycling  This is really important for the children and young people and would also get the younger generations cycling and walking and the parents not driving. If the university students needed it then it makes sense to help younger children cross these roads safely too.  The new crossing thing in the middle of the road put in lately further down Gardiners Road is still dangerous for chidren as there is no PAINTED crossing, so little school kids with their scooters run fast to get to the middle and the cars rarely slow down in the rush to get to work. My point being crossings for children need to be painted on the road like the university ones.  Thank you for making this intersection safer for our community.

**SUBMISSIONS RECEIVED ON HAREWOOD ROAD, GARDINERS ROAD, BREENS ROAD INTERSECTION**

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23877	Joseph	Thackwell		1	3	2	
23875	Jacque	Feran		2	1	3	There needs to be the lights as it's a hard section. The left our and left in will not help. Going to make it bank up doing the u turns further down.
23874	Vanessa	Sears		1	2	3	
23873	Nicole	Parker		3	1	2	If you go for option 1 there would be even more crashes in front of Copenhagen Bakery. It is scary enough with the turning bay right opposite the bakery and cars coming out of that driveway and crossing the road but not being able to see what traffic is coming due to cars parked to the right of the driveway.
23872	Craig	Oliver		1	3	2	
23867	Ellysha	Snell		3	1	3	
23862	John	Downes		2	1	3	
23860	Mike	Rudman		2	1	3	<p>Traffic lights are required at this intersection. You've noted that having traffic lights will cause congestion. However, with option 1 you'll be causing congestion in 2 areas on each side - where the pedestrian crossing will be controlled as traffic will back up when red and uncontrolled congestion at the U turn bays currently on Harewood road as traffic will be queuing up to turn there. If traffic lights were installed then if there was any congestion then it is in one place at one time.</p> <p>I'm sure if traffic lights were to go ahead, planners can future proof the intersection so if the cycleway was to go ahead also the council would not need to revisit the plan of this intersection.</p> <p>The council has already installed needless lights outside The Papanui Club and Northlands Mall (both on Sawyers Arms Road), so I'm not sure why their preferred option (and judging by the way they heavily swayed the advantages to disadvantages from option 1 to 2 they have already made up their minds) is not Traffic lights when rate payers money has already been wasted on the previously mentioned lights.</p> <p>I see the argument was the Harewood Road/Greens Road intersection safety improvement would either not go ahead or be significantly delayed if option 2 here was implemented. This is a false argument. All that needs to happen at that intersection is for the turning arrows to operate all the time rather than at peak hour. If drivers can't negotiate an intersection with traffic lights already no amount of safety improvement will help that.</p> <p>As far as the potential rates increase to pay for option 2, rates will increase regardless of traffic lights being installed or not. If it's not this, then there will be other projects around Christchurch that the council will use as justification to raise the rates.</p> <p>Your safety data is based on reported accidents. What you don't see is all the very near misses and stupidly of impatient drivers at this intersection, that result in very near misses and I'd speculate there are a lot of unreported accidents at this intersection. Agreed, drivers do speed down Harewood Road, but if the council does not police this road more often then drivers will keep speeding.</p> <p>If traffic lights are not installed at the Harewood Road, Gardiners Road. Breens Road intersection and option 1 goes ahead then there will be more issues further down Harewood road. So the council would not be solving the issue but more moving it.</p>
23858	Larissa	Mitchell		3	1	3	

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23857	Alex	Jamieson		1	3	1	
23856	Traci	Gibson		3	1	2	
23855	Simon	Woodley		3	1	2	<p>Left in/out is not a good option at all. Commuters who wish to turn right in or out of Gardiners/Breens Rd will be forced to use other turning bays on Harewood Rd 100% of the time. These turning bays already result in a back-up of stopped traffic in the right-hand lane of Harewood road at peak times, so removing right hand turns from the intersection altogether will just make this worse, which will lead to people making unsafe lane changes to get out of that growing turning bay queue.</p> <p>Your plan for traffic lights incorrectly assumes that there is only room for 3 lanes each way on Harewood Rd when approaching the intersection, however an aerial photograph on Google maps clearly shows that if the median barrier remains at it's current width (rather than widening it), there would be plenty of room for two straight lanes and a left and right turning lane in each direction, however cycle lanes would be sacrificed, however left turning lanes from Harewood Rd could be given cyclist priority.</p> <p>My preferred option is traffic lights, with pedestrian crossings only on 3 sides of the intersection ie all sides except across the south-east side (city side) of Harewood Rd. This would allow a phase where traffic can turn right into Gardiners Rd, or right out of Breens road on a green arrow whilst pedestrians are crossing Harewood Rd on the North west side of the intersection - thus easing two of the most difficult maneuvers to make at this intersection currently. A dedicated green turning arrow could also be provided fir traffic turning right out of Gardiners Rd on the next phase.</p> <p>The other option is to have 4 way pedestrian crossing phase whilst all vehicles are on a red signal. This would eliminate your reported fears of pedestrians being hit by vehicles, as ALL vehicles would be stopped during this phase of the lights which would be initiated by pressing the pedestrian button....</p> <p>I am keen for further options to be explored as I don't believe your planners have carefully considered all the available options for phasing of traffic lights.</p> <p>I certainly don't agree that removing right turns will have any positive effect other than to frustrate motorists, who will end up following buses through the right turn bus-only lane from Harewood into Gardiners Rd. I for one will certainly do that if the opportunity is there if it means I don't have to queue at a turning bay further up the road.</p>
23854	Susan	Pullan		3	1	3	I have had so many near misses at this corner I go the long way to get where I want to go
23853	Pete	Floris		2	1	3	<p>I fully support traffic lights as being the best and safest option.</p> <p>I note in option 1 reference to the use of the U-turn facilities in Harewood Road. These are already extensively used with cars often half sticking into the straight ahead lane causing an obstruction. This will only be exacerbated under the proposal with many more cars needing to use the U-turn. I strongly support traffic lights.</p>
23852	Ma'au	Mulipola		1	2	3	
23851	Vivienne	Sleeman		2	1	3	
23850	Hamish	Allott		3	1	2	As a regular user of Harewood Road to access/exit Papanui from out of Town (Christchurch), the Traffic Light option caters best to allowing all Road Users to cross safely in one controlled Intersection, rather than further spread out along Harewood Road. Those making use of the U-Turn option are more likely to cross both Lanes rather than turn into the right Lane, as mandated by Traffic Law, I see the U-Turn Option as non-viable due in part to this factor (which the discussion document fails to address).

**SUBMISSIONS RECEIVED ON HAREWOOD ROAD, GARDINERS ROAD, BREENS ROAD INTERSECTION**

June 2019

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23849	Kelly	Nutira		3	1	3	Please I've lived in Bishopdale for 47 yrs I've lost count how many near misses I've had or seen at this dangerous intersection. Please don't let there be a death or deaths at this intersection.
23848	Felicity	Stewart		1	2	3	
23847	Julian	Allom		3	1	2	Option 1 is ridiculous, traffic needs through access in all possible directions. Option 2 is the most logical choice.
23845	Melissa	Kontze		2	3	1	
23843	Kristyn	Boon		2	1	3	
23841	Amy	Clarke		2	1	3	
23838	Jonathan	Kontze		2	1	3	Right turn arrow need to be included.
23837	Dean	Percy		1	2	3	option 1 least disruption .. not disrupting all traffic flow .. ultimately the intention is to make it safer for the school kids. quickest option
23836	grant	percy		3	1	3	
23835	James	Shaw		1	3	2	
23834	Kelly	McGuire		3	1	2	Left in, Left out will only take the congestion experienced at the intersection and put it 50 metres up the road. It's a ridiculous suggestion. The traffic signals MUST have a green arrow for traffic into Harewood road. It is drivers turning right onto Harewood from Breens and Gardiners that cause congestion at this intersection.
23833	Carl	Shaw	Canterbury Charity Hospital	1	3	2	Just a comment for the future. A cycle way on Harewood road would be a huge waste of money. It is a very good wide road suitable and safe for cyclists including myself now. Use the money elsewhere.
23832	Charlotte	Patterson		3	1	3	Option one will cause congestion and drivers will still take risks trying to use the u-turn slots in peak traffic. Traffic lights will dramatically reduce risk for everyone and would be worth the financial investment.
23830	JOHN	WISKER		2	1	3	
23828	Jan	Cook		3	1	3	I believe the best option is traffic lights. I do not want to wait until someone dies as a result of not resolving Now. I live here on the corner and see so many accidents also near misses everyday.  Cars moving into the middle of the road after being beeped at for not moving fast enough at the STOP sign for the cars backed up and waiting. Getting out of my driveway is impossible at rush hour cars turn into Gardiners Road so fast from many directions. They are going fast to beat traffic. It can be really scary at times. Awful to see the many drivers who do not even bother to stop at the stop sign just to get over the road. Even after an accident.
23827	Julianne	Grant		1	2	3	Something needs to be done about this intersection asap so my vote is with the fastest plan in the hope it will help avoid a serious incident involving a child walking or on a bike



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23826	Ian	Luxton		3	1	2	<p>Interesting your option wording is heavily positive for option 1 and heavily negative for option 2. Very biased. I wonder what outcome you want?</p> <p>There is already heavy traffic flow from North to South from Gardiners to Breens in the morning and reversed in the evening. Traffic is already currently being fed into surrounding residential streets because of the current intersection design and limitations. Having a major blockage of Option 1 will be incredibly dangerous without an alternative 'easy' path from North to South.</p> <p>Option 2 is the best option to get traffic and pedestrians safely all ways at peak times. In particular with Right turning lanes in every direction.</p> <p>If your assumption is correct and Sawyers Arms will be preferable to Harewood, then then the Gardiners/Breens/Harewood intersection will not get the peak back up as you suggest.</p> <p>Based on many other streets that have traffic lights to manage traffic and pedestrians without causing problems, it seems strange that your option wording is negative to the traffic lights option.</p>
23825	Holly	Robb		3	1	2	
23823	Allan	Oakley		3	1	3	How many people in the council live in this area that will vote against traffic lights not many I would think. Council must listen to the locals and the people it affects , we vote you in our out
23822	Lyn-marie	Daikee		3	1	2	
23820	Justine	Chinnery		2	1	3	<p>I can't understand why there is no money for lights. The intersection of Gardeners Road and Sawyers Arms Road had lights put in, when this intersection is nowhere near as busy and does not have school students crossing every day.</p> <p>I have lived in this neighbourhood most of my life and this intersection has always been bad. I have seen a lot of near misses and accidents as well. Lights are the best long term option which although costly would be worthwhile in the long run.</p>
23819	Marcia	Luxton		1	2	3	My son goes to Breens Intermediate and has to cross Harewood Road everyday to catch the bus. It is something that is of a regular concern for me, as people in cars take unnecessary risks on the intersection. When we used to live in the area I have seen at a minimum half a dozen crashes on that intersection. There is no safe place for anyone to walk across Harewood Road, do anything you do would be a great benefit to the community.
23815	Susie	Bell		3	1	2	
23814	Christie	Smith		3	1	2	
23812	James	Sturman		1	3	2	
23811	Amanda	Gane		2	1	3	
23809	Malcolm	Hoare		1	2	3	
23806	Natasha	Edlin		2	1	3	Something needs to change ASAP!! Obviously safety is the number one priority here but in general moving from A to B within this intersection does not make for pleasant driving. Reducing road rage goes a long way to reducing potential accidents also.

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23803	Conor	Leahy		1	2	3	Option 1 makes sense- cheaper, safer and quicker than option 2. Definitely think it needs an upgrade for safety so status quo is third preference.
23795	Dianne	Byrne		2	1	3	We have to negotiate the Harewood-Gardeners Road intersection a number of times during a day going between home, Harewood and Burnside Schools (Breens last year), work, after school activities, church and shops. As someone who is familiar with this intersection at different times of a week and day, in my opinion it needs lights not a road restructure where you can't turn right. Making u-turns further up/down instead of turning right will only relocate the number of accidents to a different area of the road. Something that is already happening too often in front of Copenhagen bakery. Lights will be a much safer option for the number of school children having to cross Harewood Road. We have lived in Natalie Place since before the lights were installed on the Sawyers Arms - Gardeners Road intersection, decision that a lot of people had grumbled about but have turned out to be a real blessing and exactly what we need on the other end Gardeners Road.
23791	Ellise	Bennett		3	3	2	Please see attached doc
23790	Emily	Moran		1	2	3	Option one is cost-effective and solves the issue of an accident prone area.  Option 1 does limit people who are used to using this route, however, having traffic lights I believe would also add time to the journey anyway so in that respect it's much of a muchness.
23789	James	Lee		2	1	3	
23788	Robert	Jugovac		3	1	3	Any other option will not address the heavy traffic flow during peak and near peak times (both week day and weekend). Gardeners Road is a significant thoroughfare and the intersection with Harewood Road should not be locked off by the left in/left out option.
23784	Anita	Buckmaster		3	1	3	
23783	Jessica	Kontze		2	1	3	Thank you for addressing this intersection.  Please do include right hand turn green arrows - part of the problem is trying to turn right on to Harewood Rd from Breens or Gardeners Roads.
23781	Jeff	Bailey		3	1	2	Having left in / left out would result in too many cars trying to U-turn. Chaos and risking rear-ending from through traffic. I have been a victim of that same situation.  Instead of lights try a round-about. It works well at the Bishopdale Shops intersections.  Why would lights coast so much? I think this is an over-estimation by the Council to get their own preferred change. There would be little road reconstruction required which would cause the larger costs.
23779	Liesl	Clancey		2	1	3	
23778	Shirley	Bastin		3	1	3	The intersection needs to change- I have witnessed two nasty accidents occurring there. Option 1 has no merit at all; it does not make things safer as the u-turn areas involved are difficult for both traffic using them and traffic confronted with the rear ends of cars protruding into traffic lanes trying to use them. Option 2 will be safer, and aid traffic flow.
23776	Selina	Kazmiersky		2	1	3	

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23770	Jude	Groves		3	1	2	Changing to option 1 will just shift current problems further down harewood road. Cotswold ave will become a lot busier which I'm sure the school will be really pleased about. Option 1 was obviously thought up by someone who will never actually use the intersection or rides a bike
23768	Jan	Kazmiersky		3	1	3	
23766	Craig	Meynell		3	1	3	Traffic lights.. All the way !!  An why!! Hvnt you guys finished 4 lanes Yaldhurst rd.. by Riccarton racecourse..  Anyone with half a brain would of Finnish the rd first before a subdivision was built..Now it a bloody bottle neck ..
23763	Noeline	George		2	1	3	
23759	Jane	George	1974	2	1	3	This intersection just gets busier and busier and now with the #28 bus turning here the current traffic management is simply not keeping people safe.
23755	Peter	Strong	1956	3	1	3	I have lived in Kamahi Place for over 30 years and over this time have seen traffic volumes increase significantly and particularly the volume on Gardiners Road as a result of the impact of the traffic lights being installed at the Gardiners Road & Sawyers Arms Road intersection.  I cross the Harewood Road & Gardiners Road intersection on a daily basis (frequently as a cyclist) and the only logical solution is for traffic lights to be installed.  With the proposal shown as option 1 to make exit/entry left turn only, it is going to result in a high number of drivers making U turns on Harewood Road on either side of the intersection. If this option was introduced, it is likely to cause more accidents as Harewood Road is 2 lanes each way and that there is no dedicated U turn lane so any vehicle waiting there to make a U turn will impede traffic flow in the right hand lane.  While the number of reported accidents may not be excessive, local residents know that this is a dangerous intersection and action should be taken now as against waiting for injury accidents to justify any change.
23754	Dan	Howes		1	3	2	
23753	Sophie	Howes		1	3	2	
23752	Andrew	Howes		1	3	2	
23751	Karin	Scheepers		2	1	3	
23750	Penelope	Heppelthwaite		2	1	3	My family and I drive through this everyday for school, it's getting very scary to drive through as people are getting more and more impatient. Lights would make a dramatic difference! Thank you

**SUBMISSIONS RECEIVED ON HAREWOOD ROAD, GARDINERS ROAD, BREENS ROAD INTERSECTION**

June 2019

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23749	Paul	O'Brien		3	1	3	<p>If we move to a left in/ left out scenario I believe that traffic trying to access Breens Rd and Harewood Rd (heading west) will use Cotswold Ave instead of Gardiners Rd. This would have two consequences:</p> <p>1) It would funnel significantly more traffic directly past Cotswold School causing a greater hazard</p> <p>2) It would simply transfer the problem of cars trying to move across 4 lanes of traffic from the Gardiners Rd corner to the Cotswold Ave corner.</p> <p>If lights were in place at Gardiners Rd cars would continue to use this route as a thoroughfare as access to Breens Rd and Harewood Rd (heading west).</p>
23748	Sandra	OBrien		3	1	3	<p>Option 1 will only lead to more traffic past Cotswold School - not a good idea as this is very congested in the mornings and afternoons as it is.</p> <p>Option 2 is most likely to reduce people taking shortcuts down other streets as they know the lights will change and they will get out to exactly where they wish to head.</p> <p>Option 3 is simply not an option!</p>
23747	Simonne	Hamman		1	2	3	The quickest solution to this problem should be executed now. If that solution isn't sufficient then we can wait 10 years for traffic lights but we can't delay action now.
23746	Deborah	Merito		2	1	3	
23743	Robyn	Ritchie		3	1	3	Please put in traffic lights. We have lived on Gardiners Road for over 21 years & understand the danger with this intersection. In many cases we avoid it only turn left. However, we would find it infuriating if you make it difficult to turn right onto Gardiners off Harewood! Need light with right turning arrow. We return from the mall, town, supermarket & petrol, almost everyday Turning right off Harewood onto Gardiners. PLEASE install lights as soon as possible.
23741	Maree	Roan		2	1	3	Improvement definitely needs to be made to this dangerous intersection. Traffic lights need to be installed. One of the main hazards here is children crossing the road to Breens and other schools. Without traffic signals, there will not be a safe crossing option. Although extending the median strip will assist in car safety, it will not address pedestrian safety. Cost should not be put ahead of safety. Although I no longer live in close proximity to this intersection, I regularly travel there, but avoid the intersection to turn right or cross it. There is a responsibility here to do the right thing and potentially save lives here.
23740	Sarah	Tedder		2	1	3	This Absolutely needs to be done - this is one of the most dangerous intersection in Christchurch
23739	Tatyana	Loye		2	1	3	
23738	Hayley	Luke		3	1	2	Option 2 is by far the safest and most efficient option. If you can afford to install dozens of unnecessary traffic lights down Manchester Street and the useless set down Armagh (Promenade to Victoria Square) then you can surely allocate the money to place a set of lights in a high use, dangerous section such as this. Closing it off is annoying to residents, and lazy on your part.

**SUBMISSIONS RECEIVED ON HAREWOOD ROAD, GARDINERS ROAD, BREENS ROAD INTERSECTION**

June 2019

ID	First name	Last name	Name of organisation (if applicable)	Option 1: Left in/left out with signalised pedestrian crossing	Option 2: Traffic signals	Leave intersection as is	Comments - Please provide any feedback
23737	Kay	Fauls		2	1	3	Traffic lights appear to be the best if most expensive option. Traffic lights work well at the intersection of Sawyers Arms/Gardeners Rd so there is no reason they wouldn't work on Breens/Harewood. I would like to see the data that suggests the traffic lights will make the side streets busier, doesn't seem to make sense to me.
23736	Vicki	Campbell		1	3	2	<p>As a home owner on Breens Road I use this intersection regularly. It can be hard to cross from breens to gardeners at busier times if users do not obey road rules and become impatient. Other times it is not an unsafe intersection, which is the majority of the time. I am against traffic lights as I do not think they are needed for this intersection, and it will slow down traffic on Harewood Road.</p> <p>It will also push more traffic from the newer subdivisions, ie highfield and northwood, into breens Road as these users take short cuts across these roads to avoid Johns Rd. More traffic on Breens Road will increase the safety risk at the wakarei breens road intersection, which itself is a dangerous intersection to exit and a difficult one for school age children to cross, even using the pedestrian island available. Due diligence has been undertaken by experienced council staff, which recommend option 1 therefore councillors should listen to this experience when making their decision.</p>
23735	Natalie	Brodie		1	2	3	
23734	Priscilla	Harbott		3	1	3	Just down the road, and there is so many accidents there usually something every week! Majority not recorded by Police ect but doesn't discount how dangerous it is! Traffic lights is the best, safest, long term option for Christchurch, helping traffic flows from every street and safety is paramount!
23733	Bronwyn	Varcoe		2	1	3	Traffic Signals are needed for this intersection as it is such a complex intersection - Left in/Left out is not sufficient for this intersection.
23732	Rhys	Boswell	Christchurch International Airport Ltd	2	1	3	<p>Harewood Rd is a major arterial route for traffic travelling between the airport and the City (especially the north western residential suburbs). Improved safety outcomes for this road should be a priority. harewood Rd is also a major cycleway connecting the Airport to the City (via the newly established SH1 underpass).</p> <p>CIAL consider that the best solution is provided by way of traffic lights.</p>
23731	Chris	Mcmeekan		3	1	2	Lights are a must have. I've seen over 20 crashes in a year alone. I lived just round the corner from this for 20 years and went to school at greens. Following in I took this route to and from work for 10 years. Lights are well over due or at least put a roundabout in
23730	Cliff	Watts		3	1	3	Please put in lights!!
23729	Mikaela	Watts		3	1	3	Lights is a must at this intersection!
23727	Neil	Jackways		1	3	2	Traffic lights are needed here, option1 does not service the community correctly and will only push the issue down Harewood rd.
23723	Sandra	Wong	Breens Intermediate School	1	2	3	

**SUBMISSIONS RECEIVED ON HAREWOOD ROAD, GARDINERS ROAD, BREENS ROAD INTERSECTION**

June 2019

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23722	Belinda	Lansley		2	1	3	I think traffic lights would be preferable. The reason for this is you have created a tunnel from the motorway now for traffic down Gardners Road, and it makes sense to continue the flow both onto Harewood Road from both directions and also into Breens Road and over to Wairakei where there are significantly high numbers of commercial businesses. Not everyone travels down the motorway to Wairakei left hand turnoff. If you block off right turns on this offending intersection you will cause people to turn down Crofton and Highsted (Highsted is already a busy road) therefore causing these to be busier. Lights will also hopefully allow people on Trafford Street and Crofton Street to turn right out of their own roads - causing small breaks in the traffic flow at peak times. At the moment we have quite long wait times to get out of our road first thing in the morning at around 5pm. We are already blocked at one end on Trafford Street so need a clear route out of our road. If you block off right hand turns into Breens Rd from Harewood Rd we have many more kms to travel to get where we need to go on a daily basis. It is 1km down our road then another km down Breens to get to Wairakei Road. I can see a major problem here. Roydvale Ave and Farrington street will get way more busy if you go with left hand turns only. You NEED to keep the flow of traffic on this intersection but with controlled lights it will give everyone a chance to get across including pedestrians from Breens Intermediate and from the high schools. Thank you for taking the time to read this.
23721	Megan	Brook		2	1	3	We use this intersection from time to time and find that crossing over the 2 lanes is hair-raising and even just turning on to it can be scary with cars parked on either side obscuring your view or even a car that has edged forward to cross over.
23719	Lindsay	Davis		3	1	3	
23718	Nicky	Garven		1	3	3	Either of the options would be ok but no cycleway down Harewood Road, it is too busy to complicate it with cyclists. The Harewood/ Greers road intersection is only dangerous because the Highsted onto Greers Rd traffic light turning arrows isn't activated all day, only at peak times, it seems. I witnessed a large number of near misses which could have been avoided if the turning arrows would only be turned on at all times. Turning arrows at Harewood onto Greers is needed too. More turning arrows all over town would be a huge help. The turning arrow is now activated all day at Heaton Fendalton Road and it is now so much safer. Please do it.
23717	Amber	Pope		2	1	3	
23716	Allan	Taunt		1	3	3	Option 1 (left in, left out with signalised pedestrian crossing) offers the best safety by minimising crossing traffic at the intersection. Also agree with a design compatible with future cycleway development. Option 1 is my preferred choice.
23714	Jamie	Stringer		3	1	2	
23713	Sylvia	Stringer		3	1	2	I think Traffic Lights are the only sensible way to go
23712	Cherie	McGowan		3	1	2	I vote for traffic lights to be installed. Option one also does not prevent accidents or nose to tail collisions. The intersection at the moment is dangerous with drivers taking risks with their life and others to cross the road. There have been many near misses at this intersection everyday. Those living in the area want to be able to access Breens Road without needing to u turn as suggested in option one. This will cause drivers to avoid this area altogether.
23711	Stuart	Lansley		3	1	2	
23710	Andrea	McLay		1	2	3	
23709	Caitlin	Wright		3	1	3	The U-Turn bays already gets congested, with people making dangerous manoeuvres and traffic banking up behind those who are waiting to turn, so proposal 1 would likely result in chaos. Not sure that keeping a bus lane through the centre would be sensible either. Installing traffic lights just makes sense. There have been far too many accidents and near misses at this intersection for us to settle for anything less.

**SUBMISSIONS RECEIVED ON HAREWOOD ROAD, GARDINERS ROAD, BREENS ROAD INTERSECTION**

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23707	Andy	Fussell		2	1	3	<p>I think the only sensible solution is lights on the intersection. Many people cross this intersection at peak times and options are limited to cross Harewood Rd. The status quo is a scary option. Not only is a plainly dangerous for cars, pedestrians just seem to panic to get over here. Even at the median cuts further up the street. Wooldridge road and around is already clogged. Coming through Bishopdale is also clogged so turning options are less preferred but a second option no less.</p> <p>A significant secondary affect of doing this would be to slow the traffic down along Harewood Rd. Cars traveling down here are more often then not, well exceeding the 50k limit. In the evenings this can easily exceed 100-120k as racers race from Bishopdale to Johns Rd. Sometimes the speeds are so high Im surprised they make the Nunweek Park curve.</p>
23706	emma	harnett		3	1	3	Please put traffic lights Thank you
23705	karen	smith		2	1	3	
23704	Carna	Mytton		2	1	3	Its not rocket science shouldnt even come to this. Traffic light much safer. Thinking of our kids and future
23703	Steven	Allan		1	2	3	Gardiners Road has become a race track for people looking for a short cut in to town off the motorway, rather than using Harewood, Wairakei or Memorial. Option 1 may also have a side affect of reducing traffic on Gardiners, which I would encourage
23702	Stephen	Clark		3	1	2	This intersection should have had lights years ago. It is a busy crossroadswith traffic both travelling to and from the airport and travelling between the sheffield cres precinct and to the north of the city. Left turns only will create more problemsas those commuters who use breens/gardeners as a through road would have to do 4 lane changes in quick succession plus a uturn on a busy 4 lane stretch of road. As one of I believe the few pedestrians who regularly use this intersections, I don't think there are enough pedestrians using this stretch of road to warrant putting in lights especially fr them, especially when you can safely cross harewood road not more than 200m from the intersection. However lights controlling the intersection will also provide safety for pedestrians and if you are going to put in lights for a pedestrian crossing, why not make it for vehicles also.
23701	Janelle	Wilson		1	2	3	something has to change so dangerous as it is. I personally go the longer way to never go straight through from Breens to Gardiner's
23700	Helen	Stewart		2	1	3	This intersection has needed lights for years. I used it daily for 6 years and saw many close calls. It is even busier now and needs attention
23699	douglas	baker		3	1	3	when the lights went in at the other end of gardiners road it made the whole intersection easy and safe to navigate. lights would be excellent. it is nearly impossible to exit gardiners to the right. it is a difficult intersection to get in and out of at times. it must be a nightmare for the bus driver and also for the kids crossing the road.
23698	Laura	Ellison		2	2	2	Safety is paramount Children need to be safe crossing to Breens.Be a same to lose community route,Making other roads busier due to the detour route.
23697	Connor	Rogers		1	1	3	This intersection has to be shittest in chch.

**SUBMISSIONS RECEIVED ON HAREWOOD ROAD, GARDINERS ROAD, BREENS ROAD INTERSECTION**

June 2019

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23696	Carrie	Robertson		2	1	3	Please guys, adding more U turns on this road will be a total disaster, the amount of near misses and horn beeps and very scary moments with the current U turns is awful. I was hit badly by a U turn driver on this road while heavily pregnant, it is not good enough.
23695	Jade	Shaw		1	2	3	
23694	John	Ascroft		1	2	3	Left turn is the simplest solution. Please make good allowance for cyclists though, Harewood Road is already dangerous enough for cycles.
23693	Amye	Silvester		3	1	2	
23692	Brent	Robinson		1	3	3	
23691	Alison	Schroeder		1	2	3	
23690	Tania	Beswick		2	1	3	
23689	Gianni	Veronese		2	1	3	
23688	Beth	Tindall		2	1	3	There needs to be traffic lights here with right turning arrows. Harewood road is extremely busy with a lot of traffic. School children and families cannot cross safely here either on foot or in a car. There are already huge amounts of traffic (both heavy & light vehicles) that travel down Gardiners Road so I dont see how adding traffic lights will increase that necessarily. If it does then traffic lights will only make it safer for all road users. We end up driving out of our way any time we need to travel north from our home (which we do frequently as our sons play rugby at Nunweek & we use the shopping centre at Spitfire Square & Raeward) because it takes too much time & is too dangerous to turn right out of Gardiners Road. It seems insane that it costs \$1.2 million to install traffic lights, I think someone needs to relook at some budgets to see whether some profit margins can be decreased all round by the contractors and/or consultants. Maybe some of the cycle lane projects could wait, especially those in the suburbs? They cost a huge amount of money too and for the very small amount of road users that actually use or benefit from them, the money can be better utilized elsewhere, e.g. on these traffic lights. Please dont use money as an excuse not to do something about this intersection and please dont waste money on a less effective or less "thought out" option (the left in/out version you are suggesting). Spend the money on the option that is most sensible and safe (traffic lights) so that money in the future doesnt have to be wasted fixing the problem years down the track. Thank you.
23686	Steve	Carey		2	1	3	
23685	Geoff	Washbourne		3	1	2	
23684	Megan	Stewart		2	1	3	
23683	Dave	Richards		2	1	3	This is such a dangerous intersection and has been discussed for so many years. Council need to realise we pay rates, and we employ them - please get it sorted ASAP.
23682	Angus	Fitzpatrick		1	2	3	
23681	Anita	Carey		3	1	3	
23680	Karen	Brewster		2	1	3	
23679	Shirley	Lynch		2	1	3	
23678	Christine	Stevenson		1	3	3	Left turning will be alot safer than lights as people will still run orange & red lights so will still be accidents.
23677	Andrea	Mclachlan		2	1	3	Please put lights in it's a much safer option
23676	David	Blair		2	1	3	Traffic lights are the obvious answer fixed the Gardners Road/Sawyers Arms Road dangerous intersection. This intersection is even more dangerous being 2 lanes in each direction



**SUBMISSIONS RECEIVED ON HAREWOOD ROAD, GARDINERS ROAD, BREENS ROAD INTERSECTION**

June 2019

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23673	Suzanne	Alexandre		2	1	3	If traffic lights, PLEASE PLEASE put a right turn arrow that works at peak times  Otherwise with the increase in traffic taking the 'traffic light intersection' it will be a bigger nightmare than ever. Every car in the area will take this option.
23671	James	Anderson		3	1	2	
23670	Marc	Gibson		2	1	3	
23668	Jess	Trang		2	1	3	The left turn solution will result in a long queue of cars attempting to do a U-turn to get to the other side. It is also difficult to find a gap during peak hours to safely do a manoeuvre without holding up the traffic on the other side. If the traffic lights are installed with quick lights then that will reduce the traffic congestion as opposed to lights with the same duration as the Greer's road intersection (if this is possible). This intersection is getting busier and busier over the years and a proper solution needs to be put in place to mitigate the risk of crashes.
23667	Kelly	Davies		3	1	2	As someone who has lived in Bishopdale my whole life I see what happens at this intersection every day. Lights is the only option. You have no idea how many people would actually use the intersection If lights were there. I go on a 5 minute detour instead of using it and Talking to my neighbours most people do this too. If you were able to put lights on sawyers arms road you can put them here to.
23665	Nicole	Bradford		3	1	3	I work and have lived around this area, the amount of close calls iv hard is though the roof. On top of it all people speed. I think putting light in would make people stop & slow down. Lights are 100% what is needed.
23663	David	Robb		3	1	3	I am a Corporate Cab driver and have a good knowledge of the traffic flows around Christchurch. Harewood Road is a priority road for exiting and entering the airport. Cannot understand why the Sawyers Arms / Gardeners Rd receive lights ahead of the intersection in question. Lights give the public better options to go across or turn whereas left turns only is going to divert further traffic to the Sawyers Arms Rd/Johns Rd intersection. Purchase of land for additional lanes could be completed at a later date so the cost does not have to be 1.2 million( I trust traffic lights don't cost 1.2 million)
23662	Beth	Paine		3	1	2	
23661	Rachel	Case		2	1	3	Traffic lights are best for the community. Lots of families, schools, preschools, elderly live in the area. Unfortunately the number of near misses doesn't show in any data. Think of the future. Listen to the people. We are the voice of the community.
23660	Easwaran	Krishnaswamy		3	1	3	I'd rather wait to have traffic lights than a workaround solution
23659	Kirstine	Latimer		2	1	3	
23657	Helen	McLachlan		3	1	3	With lights. If there is to be a red and green right hand turning arrow on Harewood Road, you must still have a green arrow to turn right into Gardeners Road unlike some of the other corners with arrows.
23656	Sara	Howes		1	3	2	
23655	Kerry	Ambler		3	1	3	Seen too many close calls here. Having lived on this side of town for many years traffic has increased ten fold. More cars, scooters, foot traffic and children... unbelievable there hasnt been a fatality. Make a safe decision for the community.
23654	Kate	Anderson		3	1	2	
23653	Sarah	Marra		3	1	2	

**SUBMISSIONS RECEIVED ON HAREWOOD ROAD, GARDINERS ROAD, BREENS ROAD INTERSECTION**

**June 2019**

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23652	Mark	Andrews		3	1	2	Two manh people turn right into harewood road from both Breen and Gardiners to make the left in / left out option workable. All those people would need to turn left and then do a u-turn.
23651	Laura	Hall		3	1	2	Traffic lights are the obvious choice! Considering they were put at gardeners/sawyers arms! Crazy this is taking so much consideration when it's a no braider!
23650	Sarah	Jones		3	1	3	
23649	Libby	Field		1	1	3	
23648	Paul	Holland		2	1	3	<p>When I lived in the area, it was a bad intersection. I was involved in an accident there when I was travelling down Harewood Road in a car from Trafford St towards the Bishopdale Mall. When crossing the intersection I as hit by a car that was crossing from Gardiners Road towards Breens Road. They claimed they hadn't seen me but I was travelling within the speed limit and they had run the stop sign. I have seen so many near misses there that it isn't funny. From my own observations there is a significant amount of through traffic from Breens to Gardiners Roads and vice versa. The traffic levels at the intersection of Breens and Wairakei Roads are already at their current level because of the ability for utilising the Breens / Gardiners Road route.</p> <p>By adopting Option 1, funnelling this traffic down side streets is only going to create other problems and unintended consequences. It will also have the probability of increasing traffic problems at the Wairakei Road Farrington Ave intersection with increased traffic numbers turning right there in order to cross Harewood Road at the Bishopdale Roundabout and then taking side streets off Highstead road to access Gardiners Road.</p> <p>Therefore it is my submission that Option 2 Traffic Signals is the preferred option.</p>
23647	Ngaire	Matthews		2	1	3	I have been hugely frustrated by this intersection for many years. Comments re difficulty seeing to turn left are accurate and it is almost impossible at times to get through or turn right at the intersection due to the levels of traffic. I am amazed it is not ranking higher on the accident status for intersections.
23646	Greta	Young		3	1	3	Hurry up and make it safe with lights.!
23645	Ashleigh	Kerin		1	3	2	
23644	Karla	Pow		2	1	3	
23643	Saumya	Amarasinghe		2	1	3	
23642	Jenna	Drake		3	1	3	
23641	Mikayla	Field		2	1	3	
23640	Jeremy	Burke		3	1	3	This section needs traffic lights the only option
23639	Kristen	Edwards		2	1	3	My children attend both Breens and Harewood schools. I avoid this intersection during the morning commute but do use it in the afternoon to turn right in to Breens from Harewood. Whichever you choose, please do something to make this area safer for the children first and foremost and the other road users secondly.
23638	Jonathon	Secker		1	2	3	
23637	Claudia	Breese		1	2	3	
23636	Cheryl	Allrex		2	1	3	

**SUBMISSIONS RECEIVED ON HAREWOOD ROAD, GARDINERS ROAD, BREENS ROAD INTERSECTION**

June 2019

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23635	Nic	Kay		2	1	3	If this crossing is block off. People will just continue to do the dangerous U turns either north or south of the intersection in question. Because of the road changes around the area, including changes to how the off / on ramps work to Johns road, the traffic flowing through this area has increased x10. It would be ridiculous not to put lights in here after putting lights in at the crossing on Sawyers Arms / Gardiners Road intersection.
23634	Lee	Risby		1	2	3	
23632	Kristal	Buchanan		3	1	3	
23631	Joanne	Nation		2	1	3	
23630	Janice	Smart		2	1	3	
23629	Clinton	Vaile		3	1	2	Just put some lights in. Much safer option for all. As a rate payer, I am happy for my rates to pay for this, rather than yet another cycle lane!
23628	Kate	Jones		2	1	3	
23627	Louise	Leighton		2	1	3	
23626	Melody	Mazey		2	1	3	<p>Good afternoon,</p> <p>We have lived in Twyford Street for over 5 years now which is just off Breens Road. I personally believe this is one of the worst intersections in Christchurch and now with the partial close off of Wairakei Road the amount of traffic travelling down Harewood Road has increased.</p> <p>During my time working and living in this area I have witnessed too many people taking dangerous risks to get across this intersection and as a result have seen many near misses. I once saw someone drive straight through the intersection without looking or stopping from the Gardiners Road onto Breens Road. Thankfully this car made it across but only due to other drivers watching what was happening around them.</p> <p>This intersection is also commonly used for local residence heading to Styx Mill to go to the refuge station. There are often cars with trailers crossing which makes it even more hazardous. Personally, I will often go the long way around to avoid having to go straight across Harewood Road.</p> <p>There are also a number of schools and a large population of elderly living in this area with no official give way crossing points. I have seen both children and elderly struggle to get across the double lanes. It is particularly concerning when a frail elderly person is trying to cross as they can not speed up when a car approaches.</p> <p>I think putting lights into this intersection would greatly minimise the risk to the commuters of Christchurch and the neighbouring community and residence.</p> <p>If you have any questions, please feel free to contact me.</p>
23625	Lorraine	Blackburn		3	1	3	
23624	Elizabeth	Blair		3	1	2	Having lived in this area for 16 years, the amount of near misses I have seen and been involved with are unnecessary. The traffic on Harewood Rd has increased since making Wairakei rd left in left out. The option of doing this to yet another intersection for a main rd in our community, is to be blunt, dumb.

**SUBMISSIONS RECEIVED ON HAREWOOD ROAD, GARDINERS ROAD, BREENS ROAD INTERSECTION**

**June 2019**

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23623	Kim	MacKenzie		2	1	3	
23622	Helen	Sidaway		3	1	2	Surely lights is the most sensible option. I turn off Harewood every day on to Breens and you would create more problems by me having to go elsewhere to u-turn just to then make the left
23621	Angela	Attwell		2	1	3	I use this intersection several times a week as my elderly dad lives in Gardiners Road. It is impossible to drive across and takes forever to get a gap to make a right hand turn.
23619	Gail	Burt		3	1	3	I avoid this intersection because it's so dangerous, or I will turn left do a u-turn to head towards Bishopdale Mall. It's got worst over the years, lights are the best option. If you block it and have left in and out it just means everyone will be doing u-turns to get to the other side of the road which is more dangerous.
23618	Rebecca	Macpherson		2	1	3	Being a regular user of Harewood & Gardiners Road this intersection needs lights. But reading the proposal it is very one-sided towards what the council wants - yet again it doesn't matter what the Ratepayers of the area want.....
23617	Rachael	Cattermole		3	1	3	It needs traffic lights all the way around to stop all the accidents and to make driving across it easier.
23616	Sarah	Brostow		1	3	1	I used to cross this intersection every day for work. U-turn lane option will only block up Harewood Road with traffic trying to do a U-turn which I for one think is more dangerous than traffic lights
23615	Hannah	Bennett	Breens Intermediate	2	1	3	The only issue I predict is the increased backlog of traffic at the U-turns. E.g. Anyone waiting to U-turn blocks the right hand lane, which even now leads to drivers switching lanes unsafely. It might be worth looking into adding a median strip as you approach the U-turn areas, to encourage drivers to merge into the left lane if they don't need to head back the other way
23614	Janelle	Thornton		3	1	2	Safest would be traffic lights.
23613	Zara	Aitchison		3	1	3	Never mind doing a quick fix which could lead to the risk of more collisions at the u-turn bays, we need traffic lights! If you can afford to put them at the Gardiners/Sawyers arms intersection then surely you can get the funding for this intersection where it is much more urgent.
23612	Joanna	Taylor		1	3	3	As a resident of Gardiners Road I don't want lights at the intersection. I feel this will create a path for vehicles to take short-cuts down Gardiners Road at peak times. I have seen this with Trucks before. I have been using the U-turn option and it works well. My only concern is that the turning bay will need to be better/bigger if more cars will be using this as an option as the cars will pile up behind the waiting traffic.
23611	Lee	Ashby		2	1	3	
23610	Edwin	Tiong		3	1	3	Breens and Gardiners Roads are classified as Collectors Road. There is no further major intersection further west until Wooldridge Road. Banning turning at this major intersection would create more issues elsewhere. Signalising would improve pedestrian crossing this busy intersection and future-proof the intersection.
23609	Hamish	Maxwell		3	1	3	Use to live on Englefield Road, used intersection daily. Now only use it weekly. But fully support full traffic signals, with right turn arrows in all directions! Anything less I do not support.

**SUBMISSIONS RECEIVED ON HAREWOOD ROAD, GARDINERS ROAD, BREENS ROAD INTERSECTION**

June 2019

ID	First name	Last name	Name of organisation (if applicable)	Option 1: Left in/left out with signalised pedestrian crossing	Option 2: Traffic signals	Leave intersection as is	Comments - Please provide any feedback
23608	Craig	Watson		3	1	2	<p>I have lived in the area for 40 years and this intersection has only got busier over this time and is in urgent need for traffic lights and can not wait for the next long term plan. We have for many decades tried to get Council to listen to our concerns so to be told there is no money in LTP indicates that they have not been listening to us as this should have been addressed before now.</p> <p>This is a dual carriage way close to schools and sees significant amounts of traffic all day every day. Sawyers Arms/Gardiners Road received signals which has made a positive difference and from most aspects Harewood seems even busier with alot of people taking unnecessary risks often through sheer frustration.</p> <p>Left in/Left out is not a viable option as leaving a outlet for the bus to use will see motorists attempt to use this provision as well which in my opinion will make the intersection more dangerous than it is today. Traffic will dart across Harewood, or tailgate unsafely behind buses to attempt to use that slip stream.</p> <p>CCC Please listen to us - with development in the northwest, 4 laning of Johhns road traffic will only increase on this already busy road and surely as this is largely median separated it is safer for high volumes than a single non median road eg sawyers arms. Due to its construction Harewood Road from Greers to Crofton Roads is a dual carriage way with a sizeable median there fore is better suited to heavier traffic flows. The northwest appears to receive little funding from council year on year but we have some of the higher rates in the city which isnt being spent to benefit our residents. Thanks</p>
23607	Richard	Haywood		1	3	3	
23606	Achan	Bedi		1	2	3	
23605	Rowena	Gleeson		3	1	2	<p>We currently try to cross across Harewood Road to get to Breens Intermediate. We normally try to do a u turn down Harewood Road, however this option is very risky also, as there is not enough room for cars to exit the lanes fully on Harewood Road, leaving ourselves open to rear end crashes with cars travelling down Harewood Road. Also cars travel down Harewood Road, not expecting a car to turn there and will cross at speed from the inside lane to the outside to avoid the turning car, almost crashing into traffic in the outside lane. And if traffic is forced to increase in these u turn areas, this will be a nightmare, and very dangerous. Please install traffic lights, it's the safest option for everyone including all the school children crossing.</p>
23604	Lonnae	Skachill		3	1	2	
23603	Kate	Prendergast		3	1	2	
23602	Christine	King		1	3	2	<p>Something needs to be done as in the last 13 years that i have lived there, the traffic increased expotectionally when traffic lights were put in Sawyers Arms Road. This is why i do not want option 2 traffic lights, which will reduce the flow of Harewood Road &amp; make Gardiners Road even busier than what it is already. Option 1 is the only option as cheapest for funding &amp; can be started sooner.</p>

**SUBMISSIONS RECEIVED ON HAREWOOD ROAD, GARDINERS ROAD, BREENS ROAD INTERSECTION**

**June 2019**

ID	First name	Last name	Name of organisation (if applicable)	Option 1: Left in/left out with signalised pedestrian crossing	Option 2: Traffic signals	Leave intersection as is	Comments - Please provide any feedback
23601	Khloe	Peck		3	1	3	As much as the information states there haven't been as many serious accidents it is only a matter of time. The number of times I have had to slam my brakes on because someone has tried to get across quickly or turn in front of me is ridiculous. I am a very observant driver so ensure I see what is happening around me but others aren't and that is when accidents happen. There are also a number of schools in the area that would benefit the use of traffic lights as a safe way to cross the road as at the moment the safest place for people to cross is by the New World which is too far away to be a viable option.  Please consider the use of traffic lights for this intersection.
23600	Robyn	Burns		3	1	3	
23599	Rebecca	Olive		2	1	3	Our family use this intersection every day and it's awful..we normally turn left out of Breens Rd and u turn at the first gap but that can be dangerous to. Cars either nearly go up your rear end or swipe your front.definitely needs lights.
23598	Christo	Benadie		2	3	1	
23597	Nick	Franzmann		3	1	3	Closing off Harewood Rd to right turning traffic will just move the traffic travelling down Gardiners Road to other streets that are not designed to handle the volume of traffic. This will make it unsafe for both road users and pedestrians. Traffic Signals need to be installed at this intersection - no alternative should be available!
23596	Brittany	Anderson		3	1	3	This intersection needs traffic signals. Gardiners is a busy road and turning Harewood Road into left in left out will only create other issues elsewhere, including traffic congestion in streets that are not designed to traffic as many vehicles.
23595	Jacque	Skinner		2	1	3	Traffic lights are the only safe and sane option at this intersection - and I should know after nearly eight years of having to negotiate it on the way to and from my sons schools (Harewood and Breens) whose principals both support lights by the way!!  I have almost been in accidents so many times and have witnessed the aftermaths of just as many, heard stories from children and parents about close calls trying to cross this busy road, it is ridiculous lights haven't been put in here long ago WAY before pointless lights outside the Papanui club or Northlands on Sawyers Arms Rd or even the Sawyers Arms/Gardiners intersection!!  The CCC priorities are very out of order when it comes to these things the public feels, but we aren't listened to, yet you are happy to spend our taxes on pointless lights and bike lanes no one uses!!
23594	steve	James		3	1	3	Put lights in, it's that simple.
23592	Georgina	Lynn		3	1	3	
23591	Raewyn	James		2	1	3	The lights at the intersection of Sawyers Arms Rd and Gardiners Rd work well, this would also work at this intersection in question. Option 1 will cause further issues with motorists attempting u-turns further down Harewood Rd
23589	Vicky	Ellis		2	1	3	
23587	Tim	Reed		2	1	3	