

#	Which option do you prefer?	Please provide your feedback on St Andrews Hill Road/Bridle Path Road/ Main Road Intersection
1	Option 1 - Intersection as is	<p>At the moment we live in Heathcote and often go through the intersection either toward Sumner or Ferry road toward the city. I have never noticed a long queue waiting to turn across the traffic from St Andrews hill. Option one is the cheapest solution for the council that really needs the money for other pressing issues. Option two will work and I'm happy to have this if we cant get census on option one. I disagree strongly with option 3 as Heathcote and Lyttelton traffic would have to make a long 3km detour or do illegal and dangerous U turns around Ferry road area. Can you tell us if there has been any accidents caused by this intersection since it has been in place.</p>
2	Option 1 - Intersection as is	<p>The intersection works well as it is. A little more patience from drivers coming off St Andrews Hill would solve their problems. Adding another set of traffic lights would just slow all drivers down. Stopping right turns from Bridle Path Rd onto Main Rd would be a backward step.</p>
3		<p>The consultation is completely inadequate. Plan drawings are not provided. It is not possible to fully understand each option. The consultation must be undertaken again with plan drawings provided.</p>
4	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>Currently the intersection is very dangerous. It is not the delays that concern me but the chance of an accident. I live up St. Andrews Hill and drive through this intersection many times per week and every time I feel like I am taking a risk when entering the intersection. Please add traffic lights as this is the only satisfactory solution. Thanks! :)</p>
5	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>3 is a VERY stupid idea. I turn on the main road regularly. Please don't do this!!!!</p>

6	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>Option 1 does not work for a number of obvious reasons.</p> <p>Option 3 would have the major problems of not allowing right turns from Bridal Path Road (I use St Andrews Hill Rd), but it would be a problem for quite a few people. As well, this option would not avoid the problem of St Andrews Hill traffic having to wait for traffic from the right.</p> <p>Option 2 would maximise traffic flow for St Andrews Hill vehicles, would minimise conflicts for this traffic (and potential accidents), while still providing a good level of service for Bridle Path traffic.</p>
7	Option 1 - Intersection as is	<p>leave it as it is, its not perfect , but spend more money on the other option is a waste of money time etc</p> <p>option1 is the best option</p>
8	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	
9	Option 1 - Intersection as is	<p>I think the intersection works perfectly well as it is.</p> <p>In my opinion, any complaints about it are not based in practical reality, it's just a bunch of spoiled snobs who have some sense of entitlement beca they live on a hill and drive an Audi. They feel they deserve preferential treatment. It seems to me that for those complaining, the issue is not about whether the intersection works or not, it's just about it not working in their favour. Why should it?</p>
10	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	
11	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>I have already seen a cyclist turning from the Main Rd onto Bridle Path Road, knocked off their bike by a car coming off St Andrews Hill Road, and many near misses as cars come off the hill, especially when cars are turning from the Main Rd. The current layout is an accident waiting to happen. Placing lights as in option 2, would cancel out this danger.</p>

12	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	Preventing right turns from Bridle Path Road will force more traffic on the hills roads around Cannon Hill, which is already a precarious route for cyclists, pedestrians and drivers; or down Tunnel Road and through Ferrymead, already a congested route during peak traffic periods. I strongly endorse option #2 as the best of three less than ideal options.
13	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	
14	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	I find this intersection dangerous, especially with the fact there is no space to turn from St Andrews Hill Road on a busy morning with a queue. I drive here daily from Bridle Path Road towards Ferrymead, and feel very concerned for the cars coming from St Andrews Hill Road. Traffic signals are the safest way to ensure there is no build up, that traffic flows fairly with equal time allotted for each direction, and that people can still turn right down towards Sumner, as blocking that turn is difficult for everyone who lives down there. Also with no right turn, there would still be the ability for cars to queue across the incoming lane from Main Road. A traffic light at the hill would ensure any queue is out of the way of any incoming traffic. I used to live locally and now work locally so know the area well.
15	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	
16	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	Please don't take away the right hand turn option to head east to Sumner/Redcliffs. This would inconvenience so many people and the alternative route is so much further. I feel option 2 would be the best solution for all.

17	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	We live in Brookhaven, my two children attend Mt Pleasant Primary/Mt Pleasant School, which are both on Major Hornbrook Road so I am up and down the hill 6 times a day. I will use Canon Hill Cres, Billy's Track/Mt Pleasant Rd or Seamount Terrace/Mt Pleasant Rd for the return trip rather than returning down Major Hornbrook/St Andrews Hill to avoid the intersection. I consider myself to be a very capable driver but I find getting off the bottom of the hill very unnerving and challenging. I have had a couple of near misses even though I am very cautious and this makes me very uncomfortable, especially when I have children in the car. I think that Option 2 is a much better set up.
18	Option 1 - Intersection as is	After 33 years of difficult right turning from Bridle Path Road this has been perfect for us so we are very happy with the current situation that is to say option 1, there have been very few cars waiting to get off St Andrews hill rd i.e. 1-2 cars or no cars whenever I have been that way.
19	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	I find the current configuration okay but it can be a bit hairy trying to get across from St Andrews Hill Road when traffic whizzes around the corners from Main Rd And Bridle Path Road. I think having lights controlling the intersection is a huge improvement on the old intersection, I believe it easier/safer to get on to Ferry Road and Main Rd now. Option two would fix the one tricky part of the intersection which is getting across to the lights from St Andrews Hill Road.
20	Option 1 - Intersection as is	I live in Heathcote Valley. Since the new layout for the intersection has started, I find it easier to travel out of Bridle Path Road, whether going to Sumner or into town. The traffic lights mean that people turning out of Bridle Path Road no longer have to take chances darting out into the few empty spaces. The old layout was hazardous because of this. There are queues at peak times, but this is a busy city in 2017 and queues at peak times are normal, and in many ways are the price we pay for safety.
21	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	I prefer option 2 as option 1 is difficult for those coming off the hill and option 3 removes the right turn option which does not make any sense at all. I would like to comment on cyclists coming from the city and turning right into Bridle path road. It would be helpful if there was a cycle only right turn green light for a few seconds as I have been cut off by cars heading up the hill when I have been going towards Heathcote Valley, an accident waiting to happen.

22	Option 1 - Intersection as is	
23	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	
24	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	Option 3 ! , is ridiculous ! , NO right turn from Bridle Path Road. Crazy. You would have to turn left then go right at Tidal View which in itself would cause traffic problems there ... If it changes has to be Option 2.
25	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	Option 2 is the only viable option in my opinion. Option 1 is not working and is dangerous for anyone trying to turn out of St Andrew's Hill Road, especially when on a bicycle as it is impossible to get across the road once you've committed to crossing if a car happens to turn in from Main Road (you can't see whether a car is indicating when at the Give Way) or comes around the end of the rock on Bridle Path Road. Option 3 also isn't viable as not having the ability to turn eastwards (which many of us do often as going to the beach is one of the reasons we live there) will force people to use the bottom of Mt Pleasant Road which is also a dangerous intersection for cyclists and non confident drivers if turning right. That intersection does not have a turning in lane for eastwards traffic and is near impossible to turn into at peak times. Once again it is high risk for a cyclist. The only option is lights at the bottom of the hill. Pleased to see that there will be pre signals on Bridle path road as currently it is difficult to get in as it can back up. This change may not stop the other issues we have observed eg north bound traffic on Bridle Path road cutting in front of the Island to go up St Andrew's Hill Road, and the same traffic u-turning around the end of the Island to go up St Andrew's Hill Road. Another observation, given you can't turn right into St Andrew's hill road from Bridle Path would it be useful to have signage before Cannon Hill Crescent on Bridle Path Road saying to use Cannon Hill Crescent or Mt Pleasant Road to access Mt Pleasant? Originally, on some earlier Council information it suggested using Ferrymead Terrace to access St Andrew's Hill Road, but surely this has since been considered unfeasible due to it's narrowness and state of repair.

26	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	The new intersection is great for me as a Heathcote Valley resident as I am now able to turn right towards Sumner safely and easily. There is often however vehicles waiting to come down off St Andrews Hill Road and it appears to be a challenge for them, particularly at busy times.
27	Option 3 - No right turn from Bridle Path Road	A small in convenience for those turning east from Bridle Path would make a big difference for the majority of the traffic flow. I have had to use a circuitous route out of Bridle Path to go east in the past few years, not an issue really. Has a rounda bout been considered?
28	Option 1 - Intersection as is	It's always worked fine for me and I use both Bridle Path Rd and St Andrews Hill equally. Not being able to turn right from Bridle Path Road into Main Rd will be a hassle as I take that route often.
29	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	This option inconveniences the least amount of people
30	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	In response to the new plan for intersection, I prefer the Option 2. My reason is that it is very difficult to exit St Andrew Hill Hill safely as you cannot ascertain if the traffic turning right from Ferry road is intending to go up the hill or up Bridle Path Road. Drivers cannot change their indicators quick enough. Also traffic coming from your left on Bridle Path Road cannot be seen due to slight curve in road. One minute it is clear and then suddenly a car appears (sometimes a little too fast). Hate to say it but we told the CCC engineers it was not a safe plan and were just ignored. After the event the engineers had the audacity to state they were not aware of the problems. Really!!!!
31	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	I come down St Andrew's Hill Rd almost daily and turn right - I have almost been hit by cars coming from either the left or the right multiple times - thankfully I have not been hit yet. My preference would be traffic lights or No Right turn.

32	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>Thanks for addressing this issue! Option 2 is the obvious solution.</p> <p>(Option 3 is creative, but I think the majority of traffic coming from St Andrews Hill will be heading West towards town, and this doesn't solve the problem for them. It just creates a new problem for Bridle Path traffic.)</p>
33	Option 1 - Intersection as is	This intersection works very well, and is a vast improvement on the previous layout. Any further changes would appear to be for the benefit of a few, while inconveniencing many.
34	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	
35	Option 1 - Intersection as is	Live in Heathcote Valley, have no problems
36	Option 1 - Intersection as is	Live in Heathcote Valley, have no problems.
37	Option 1 - Intersection as is	<p>Thanks for the opportunity to have my say on these options.</p> <p>Emphatically my choice is to remain with the status quo as agreed after appropriate initial consultation. It works well for traffic, allows flow without congestion with access to travel east off Bridle Path road.</p> <p>Option 2 would also be acceptable, although with the smaller amount of traffic involved seems overkill and costly.</p> <p>Under no circumstances is option 3 acceptable; Mt Pleasant traffic have multiple options to get off the hill & turn right including The Brae and Cannon Hill Crescent. Removing Bridle Path Road's ability to turn right onto main road makes is unacceptable.</p> <p>Thanks</p>
38	Option 1 - Intersection as is	It works reasonably well within the constraints of the available space. The other options add complexity, expense or restrict the essential right turn to Sumner.

39	Option 1 - Intersection as is	I find the intersection works well in its present state and would hate to lose the right turn option. There are more important things in the city to spend our rates on.
40	Option 1 - Intersection as is	I think the intersection works well the way it is. Residents in the area are courteous and let you in if you're coming off the hill. I've never had an issue getting through the intersection.
41	Option 1 - Intersection as is	
42	Option 1 - Intersection as is	But !!! I would like the new pre-signals on Bridle Path Road with maybe a couple of judder bars but no lights on St Andrews Hill. There are plenty of times during the day when coming down St Andrews Hill is easy to get across, lights would just hold the traffic up. As I live up St Andrews Hill, if you did Option 3 you wouldn't just stop the Bridle Path Road cars turning right to Main Rd to Sumner but would also stop cars wishing to go up St Andrews Hill as well. One of the main problems with this intersection is the cars coming from Heathcote come around that corner very fast so really you just need to slow that traffic down, signs about slow down, joining traffic and judder bars. Don't need to spend much money on it.
43	Option 1 - Intersection as is	Option 3 is a terrible option as it would make travel to Sumner significantly longer.
44	Option 1 - Intersection as is	We live in Cannon Hill Crescent and use this intersection daily from Cannon Hill Road. The intersection works fine as is, and we certainly wouldn't like to see any additional lights installed.
45	Option 1 - Intersection as is	The other two options are very expensive and would make the situation worse causing delays and frustration for traffic on main road and Bridle Path Road. It is ridiculous to ban traffic turning right from Bridle Path Road to Main Road meaning a very long detour via the tunnel road. Cyclists will have to either get off and walk across the road or more likely break the traffic laws to get onto the cycleway to Sumner
46	Option 3 - No right turn from Bridle Path Road	It is a bit of a daft intersection, but it would be as is if people just respect the road code and pay attention. However, they won't so option 3 is better

47	Option 3 - No right turn from Bridle Path Road	<p>This was a complete break down in traffic management from day one. The new intersections is dangerous and there have been many witnessed near accidents. There will be one soon and a possible fatality.</p> <p>The two lanes should be both left turning lanes so that traffic moves freely. When the light turns green from Bridle Path road there should be no turning from Main Road so that traffic can enter and exit the intersection safely without the traffic turning in from Main Road.</p> <p>The RIGHT turning from Main Road should be a Give Way situation as many times when people are coming home from work there is little or no traffic coming from Sumner, so a simple turn across the two lanes is easy.</p> <p>Having it controlled on weekends is good, but have a short time for turning right from Main Road only, then RED. THEN have the Mt Pleasant and Heathcote traffic turning LEFT ONLY.</p> <p>Safer, more efficient and will STOP a fatality at some stage.</p>
48	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>As this is a busy intersection and it is difficult for traffic entering and exiting St. Andrews Hill Road, would prefer to see Option 2 implemented which would ease the traffic and make it easier for everyone.</p> <p>Definitely do not want to see Option 3 implemented as I believe it will only frustrate drivers and hinder trade to Redcliff and Sumner as people will find alternative places to shop etc. without having to re-route themselves to go back towards this area.</p>
49	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>I have already had trouble with this intersection. drivers coming along Bridle Path Rd too fast and closing all gaps so that no one can get off St Andrews Hill Rd.</p> <p>The traffic from Sumner doing a Left hand turn into Bridle Path are not aware of the traffic from the hill, also are gaining speed. Both scenarios are very dangerous.</p>
50	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>The current design should never have been allowed to happen and I have witnessed far too many near misses there. Having a give way which encourages people to cross out of St Andrew's Hill into an area which can fit 3 cars in prior to being released to turn left onto Ferry Rd has caused all sorts of issues and dangerous driving. People want to get across, but then block the right turning traffic heading to Sumner from the Bridle path Road. Often their desire to get across also sees reckless decisions being made and it seems many drivers are</p>

		<p>unaware that traffic can still drive across St Andrew's Hill Road from 3 directions and they fail to look out for all of these.</p> <p>Option 2 will regulate the flow and provide a safe time for people to cross and regulate the flow and prevent all issues raised above - increasing the safety of the junction and decreasing the risk of serious injury.</p>
51	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>I completely reject option 3 as the residents coming from Bridle Path Road will be at a disadvantage to access Sumner/Redcliffs areas. There are no alternative options without having to travel a long distance.</p> <p>Coming around Humphreys Drive to return heading east is as dangerous, if not more, than the existing layout. Having to turn back to come around the tunnel road and then up Ferry Road is extremely busy and will cause more traffic congestion especially as there is a lot more retail businesses opening in this area at present. Heading up the hill is narrow, and will cause more traffic to have to pass school areas (Mt Pleasant) which is also dangerous.</p>
52	Option 3 - No right turn from Bridle Path Road	<p>Option 2 may create a backlog of traffic turning left from Main Rd into Bridle Path Rd if the lights on Bridle Path Rd are red. Suggest Option 4 of 3 lanes + a bike lane on Bridle Path Rd - 1 lane for left turn from Bridle Path Rd into Ferry Rd, 1 for left turn for St Andrews Hill Rd traffic into Ferry Rd, 1 cycle lane and 1 lane for right turn into Main rd. If the current island on Bridle Path Rd is reduced, there may be enough space to achieve this. The left turn lights could be timed so cyclists turning right into Main Rd wouldn't be caught by St Andrews Hill Rd traffic turning left into Ferry Rd.</p>
53	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>Having used Option 1 for some months, we find it downright dangerous.</p> <p>Option 3 seems unduly complicated..</p>
54	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>Current layout not functional as traffic from St Andrews Hill Road backs up quickly - cars exiting St Andrews Hill Road then block Bridle Path Road. Also dangerous as cars exiting St Andrews Hill Road have to give way to traffic turning from Main Road into Bridle Path Road while they are dealing with congested/confusing traffic situation on Bridle Path Road.</p>

55		None of the proposed options appeared to have been prepared by anyone who uses this intersection. I use this intersection at least twice per day. My main concern is the speed of traffic approaching on Bridle Path Rd. This could be easily addressed by a speed mitigating measure such as a speed hump on Bridle Path Rd at the bend prior to the intersection which will allow more time to assess the safety of entering the intersection. Changing the current lights to allow both lanes on Bridle Path Rd to turn left will also ease congestion in peak times. Both of these suggested options will be considerably less expensive than options 2 and 3.
56	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	I prefer to keep it as is, purely due to the ease it affords me coming from Bridle Path to go right to get to Sumner, but understand the issue, to avoid issues with either, its seems more logically with traffic signals, if they were sensory based, ie only used when traffic is waiting on St Andrews hill....
57	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	I frequently travel from Heathcote to Sumner using this intersection. It was sooo inconvenient not to have the right turn into Main Rd while the bridge was under construction. For me Option 1 is ok, but I totally understand the concerns of St Andrews Hill Rd commuters who sometime have difficulties going through the intersection. So Option 2 seems like a fair compromise.
58	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	In my opinion option 3 would be a very bad result, making anyone wanting to go to Redcliffs or Sumner detour around over the bridge and back to get there.
59	Option 1 - Intersection as is	<p>Enough money has been spent on this already. It works ok if people be a bit patient. Alternative routes off St Andrews Hill Road (via Cannon Hill, Mt Pleasant Rd or Soleares Ave) can be used if residents feel the wait at the bottom of Mt Pleasant hill during peak times is too slow for them.</p> <p>It would make more sense for the long public bus to be a minibus (like the Heathcote Gondola bus size) as that is the most dangerous problem in the traffic using St Andrews Hill Road</p>

60	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	I understand that there is a need for a change of layout at this intersection for the down hill users of St Andrews Hill Road, however not having a right hand turn from Bridle Path Road onto Main Road would be a major inconvenience. We endured that situation prior to the new bridge being completed and it was no fun particularly on busy traffic days. We now have a safe right turn onto Main Road and I trust it remains.
61	Option 1 - Intersection as is	
62	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>I use this intersection regularly, entering and leaving St Andrews Hill.</p> <p>On entering St Andrews Hill I have insufficient time to indicate left after indicating right which makes it difficult for traffic leaving St Andrews Hill to know whether I will cross their intended path or not.</p> <p>When I leave St Andrews Hill, I cannot see traffic from Bridle Path and Main Roads (from both town and Sumner directions) in enough time to make a safe judgement about crossing. Although I never intend to end up straddling Bridle Path Road, I am sometimes forced into this illegal and unsafe position when traffic appears from Bridle Path Road after I have begun my crossing (all being clear at the time I start this).</p> <p>It is slightly easier on a bicycle as there's more room for a bike if you get caught in the middle and I can exit the intersection by using the shared foot/cycle path. It would be nice to have a bike lane on the edge of St Andrews Hill Road- going down the hill that would simply reduce the need to wait behind queued cars but coming up the hill I find that having crossed at the lights, I am then squeezed by cars if I use the road at the bottom of St Andrews Hill. I often use the footpath to avoid this but this necessitates bouncing down onto the road a little further up the hill which with traffic on the road does not feel safe.</p> <p>I see that you mention transparency in your notes at the bottom. In the interests of transparency, wouldn't it have been good to have mentioned that in response to the concerns raised, you got engineers to re-evaluate this intersection and they determined that it was unsafe? I would call not mentioning this fact dishonesty by omission and this is counter to the concept of transparency. I would like my Council to communicate with me in an open and honest manner and get out of the habit of half-truths and spin.</p>
63	Option 1 - Intersection as is	I lived on major hornbrook road for 3 years with this arrangement in place and have never had an issue with it

64	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	None of the options look great but something needs to be done to make the exit from St Andrews Road safer
65	Option 1 - Intersection as is	Works well at moment - for years those on St Andrews Hill have had right away - it should stay as is - not dangerous
66	Option 1 - Intersection as is	The right turn from Bridle Path Road east to Redcliffs and Sumner is part of an extremely popular cycle route (i.e. along the base of the hills, out to Sumner then return / or return along the top of the hills). This is less so for cars but still a scenic drive through the valley and onwards to the bays. Based on my observations (I'm only one valley resident but I cycle or drive the intersection daily), the right turn from Bridle Path Road is used as much as the left turn. Option 3 as presented in the survey should NOT be considered at all - why take away the right turn option for travellers from the valley?, and how does adding more traffic islands improve turning circles or backed up traffic from St Andrews Hills Road? Any plan should preserve the option to turn right. Why not have St Andrews Hill Road terminate at a stop / give way sign then have the left or right option in the right hand lane - without the extra traffic island and without the middle cycle lane but with a cycle zone at the head of the right hand lane. Then the cyclists / cars from bridle path can use the right hand lane to turn right but when it's clear the traffic from St Andrews can progress past the stop / give way sign and turn left onto the main road using the right or left hand lane.
67	Option 1 - Intersection as is	Being able to go to Sumner from Bridle Path Road is important to me. I do not think any costly changes that would inconvenience people in Heathcote valley (making us turn left and go round a detour to get to sumner) to stop people coming down the hill from having to turn left and go round a detour to get to the city or going down cannon hill cresc makes sense. In addition, it is almost guarenteed that people will turn right onto the road to Sumner anyway if the right turn is banned. A lot of people turned right when right turns were banned during the bridge works (by driving on the wrong side of the road) so the no right turn would possibly be more dangerous.

68	Option 1 - Intersection as is	<p>Option 3 is absurd. We turn right from Bridle Path Road into Main Road every day to get to Redcliffs and Sumner. How can this even be an option? This solution will be to the detriment of a huge number of people like us who live in cannon hill, bridle path rd, heathcote, lyttelton and like to travel to sumner each and every day. This obviously means a detour all the way around humphreys and tidal with a dangerous lane change and extra stops at traffic lights plus busy give ways? No Thankyou! If option two means sitting at two sets of red lights metres apart to turn left or right then this is also an unsuitable solution. We've never had any issue turning right out of St Andrews Hill Rd when we've driven that way so not really sure what all the fuss is about and why other options are being explored. We always stop and let traffic out from St Andrews onto Bridle Path Rd and it works fine. Leave the intersection as it is.</p>
69	Option 1 - Intersection as is	<p>Traffic flow has never been better. Only at the very peak of traffic can there be small delays entering from St. Andrews Hill Road, People are generally courteous and let them in, we are talking very small delays, this would certainly not justify the expense and disruption. Double lights on Bridle Path Road would in my view increase risk. Stopping right turns from Bridle Path Road would inconvenience more people than it would help and increase traffic on Cannon Hill Crescent for residents seeking an alternative route.</p>
70	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>It is essential to maintain the right hand turn from Bridle Path Rd on to Main Rd</p>
71	Option 1 - Intersection as is	<p>I prefer Option 1 as I live in Heathcote Valley and at present I have the choice to turn left or right at the lights. I regularly go to Sumner so would like to see the right turn remain and I don't want to wait the extra time.</p> <p>Option 2 would be a second choice as a fair alternative for other users from St Andrews hill. I am concerned that extra traffic lights could cause confusion.</p> <p>I do not want to lose the right turn.</p>

72	Option 1 - Intersection as is	I use this intersection daily and have never incurred any vision or excessive waiting issues. I think it would be a waste of money to change something that works well. I drive through this intersection from Redcliffs to Lyttelton and back regularly. My work brings me down St Andrews Hill Road to the Main Road intersection regularly and I have never experienced any problems from that direction either.
73		Option 4 Put a GIVE WAY sign on Bridle Path Road to St Andrews Hill traffic. Bridle Path traffic come around the bend so fast and don't usually pause or give way to St Andrews Hill traffic who get caught halfway across. Quite simple and cheap solution.
74	Option 1 - Intersection as is	I use this intersection regularly and am very happy with the way it works. Please don't change it.
75	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	The intersection is not working as it currently is. St Andrews Hill Rd traffic has long delays at times. On weekday mornings some drivers "force" their way into Bridle Path Road resulting in several cars pointing at the river halfway through their manoeuvre to get into the flow on to the bridge. Some drivers stop in the middle of Bridle Path Road, others turn left into BP Road and then do a dangerous U-turn. The option to turn right from BP Road to Sumner is convenient and preferred and should not be removed. So the pre-signal lights in BP Road, and a set of lights on SAH Road would seem to be best - provided that BP Road traffic gets both sets of lights synchronised for the turn right on to Main Road and left to the bridge.
76	Option 1 - Intersection as is	
77	Option 1 - Intersection as is	Of the three options the best is the current situation as it allows best flexibility for all road users. Option 2 seems like the next best solution but would cause annoying delays and make a slightly complicated intersection even more complicated. Option 3 is just a bad idea!

78	Option 1 - Intersection as is	<p>While the intersection could work better, I think that all residents know now the precautions that need to be taken on that intersection, therefore, I vote to leave the intersection as is.</p> <p>When doing road works, make sure to put enough signals for drivers that usually don't use that intersection (i.e. When Bridle Path was closed and traffic was diverted for works done at the Canon Hill road, drivers that were not familiar with the intersection were a bit lost, putting in danger themselves and the rest)</p>
79	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>In my opinion the current arrangement- Option 1 - does not safely aid the flow of traffic because of the blind and awkward trajectory needed by traffic leaving St Andrews hill , either to left or right. Some days I witness some dangerous and quite comical snarl-ups – and I have not seen this intersection in the rush hours.</p> <p>I also strongly do not agree with Option 3 – prohibit right turn into Main Rd. I know we all coped with this while development and repairs were happening, but this is very restrictive and can mean a long detour. It is also restrictive for tourists wishing to take the scenic route to Sumner. My main objection to prohibiting this right turn is for cyclists. I relish having that lane for us to turn onto the wonderful and safe new cycle path. The around-Heathcote to Sumner loop is part of the preferred cycle route around the base of the hills for many road cyclists and also gives mountain bikers access to the Estuary bike path and then routes up Mt Pleasant Road to all the Crater Rim tracks. We used to ride along Ferrymead Tce when this right turn was not possible. That involved dangerous footpath manoeuvres to cross St Andrews Hill Rd and then crossing the Main Rd. All that is not possible with the new road configuration. If the right turn is not permitted by the traffic system, cyclists will take dangerous risks (eg riding on the wrong side of the road on Bridle Path rd) to get onto the cycle path at the Cob Cottage. It is a very long and tiring detour to bike up Cannon Hill Cres. And a busy and dangerous ride for bikes to ride through all the Ferrymead shopping precinct.</p> <p>Thanks for the opportunity to give have my say.</p> <p>Regards</p>
80	Option 1 - Intersection as is	<p>As a resident of Mount Pleasant 14 years who always uses bridal path rd to access cannon hill crescent to and fro I would prefer the intersection stayed as it is at present. I was concerned when it first went in, however I find it it's common sense and careful driving it works perfectly well. Please so not change.</p>

81	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	I would prefer Option 1 but there probably will be a change so I have voted for Option 2 as I still want to be able to turn right into Main Road.
82	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	Against Op 3 as it will be almost impossible for traffic from a large residential area to turn towards Sumner - (Heathcote, Lyttelton and all the bays).
83	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	
84	Option 1 - Intersection as is	<p>Hello Ann, we live in Morgan's Valley and are very happy with the way the intersection works. Very rarely is there a buildup of traffic on St Andrews Hill and the traffic seems to flow freely. In terms of safety have there been any accidents at this intersection?</p> <p>Recently Bridle Path Road is carrying more traffic and to prohibit the right hand turn towards Sumner would create more safety issues in that traffic heading to Sumner would have to do a U turn west of the bridge.</p> <p>Our submission is that the intersection remains as is.</p>

85	Option 1 - Intersection as is	<p>The "have your say about ..." information leaflet on the subject issue, makes no explanation of what the actual safety issue is that has prompted this "have your say about ... " survey.</p> <p>For my full response please refer to my letter addressed to Ann Campbell dated 26 January 2017. (below)</p> <p>Ref/A/ Option 1 Intersection as is</p> <p>Ref/B/ Option 2 New traffic signals on St. Andrews Hill Road and new pre-signals on Bridle Path Road</p> <p>Ref/C/ Option 3 No right turn for Bridle Path Road traffic on to Main Road</p> <p>Ref/D/ Option 4 Provide combined left or right turn option out of the Bridle Path Rd current right turn only lane (This is Option 3 without the additional traffic island)</p> <p>Dear Ann</p> <p>I support the Status Quo (although have included below a suggestion for a minor adjustment that would generate a major improvement)</p> <p>I would like to begin by congratulating the traffic engineers who designed the existing intersection. I have used the intersections from all directions and using most of the available turning options and have found it to be excellent in all respects. The traffic has never flowed better in all my years of living in the area and I rarely see any real backlog of traffic on any of the entry points to the intersection.</p> <p>Is there solid evidence to support the safety concerns that have been raised with the Linwood-Central-Heathcote Community Board?</p> <p>The only potential safety issue I see is that a vehicle going too fast when turning left out of Main Road could pose a hazard to someone exiting St. Andrews Hill Road. A flashing orange left hand arrow would fix that.</p> <p>The beauty of the existing intersection is that it allows all exit options from all entry points. It would be a serious degrading if the utility of the existing intersection if the ability to turn right out of Bridle Path Road is lost.</p> <p>I definitely object to any move to adopt Options 2 or 3 and I have outlined the reasons for this in paragraphs further on. Before moving on to those reasons however I would like to propose a further Option as follows -</p>
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I have observed that the odd car exiting St Andrews Hill Road has had to wait for traffic to clear from the left turning lane out of Bridle Path Road, however the left turn signal interval generally allows this to occur and the car crosses and exits Bridle Path Road turning left on the same signal phase. It is more unusual to see traffic turning right out of Bridle Path Road so I would suggest that the Ref/D/ Option (Option 4 = Option 3 less traffic island) be provided for traffic exiting St. Andrews Hill Road to turn right into that lane and then have the option to do a left turn onto the Bridge parallel with those turning left out of Bridle Path Road. There will be the odd occasion when a right turning vehicle may need to wait one phase for a left turn vehicle to clear the lane.

Clearly there was public consultation and proper traffic flow studies done that resulted in the current intersection. I am concerned that now there seems to be the potential for huge additional costs due to pressure that seems to have been successfully applied to prompt the current "Have your say about...".

My comments on the Options proposed are as follow -

Option 2 Comments

- Involves significant expense and disruption. Who will fund this?
- Clutters the intersection with unnecessary traffic signals and degrades the current clean appearance.
- It is always confusing when a set of lights is closely followed by another set. This is a serious safety issue.
- The majority of traffic entering Main Road from Bridle Path Road originates from Mt.Pleasant via Cannon Hill Cres. and from the Heathcote Valley via Bridle Path Road itself. Why would it make sense to introduce longer delays to this stream of traffic than to the very minor amount of traffic ex St. Andrews Hill Road?

Option 3 Comments

- Involves significant expense and disruption. Who will fund this?
- Eliminates one exit option from this intersection. This right turn option is frequently utilised if only by a much lower volume of traffic than that using the left turn.
- For those having to turn right out of Bridle Path Road would now have to pass through an additional two sets of traffic lights as presumably they would now need to turn left and pass through the intersection at Ferry Road / Humphrey's Drive then make what is a reasonably dangerous right hand turn onto Tidal View then a left turn at the Give Way sign back onto Ferry Road before again entering the St Andrews Hill Road/Bridle path Road/Main Road intersection. This is a serious safety issue.

		<ul style="list-style-type: none"> - The current intersection allows all exit options from all entry points for vehicles and cyclists. This option would also require cyclists to detour left out of Bridle Path Road and somehow find their way back onto Main Road if their destination is in the direction of Sumner. This is a serious safety issue for cyclists. - The previous right turning traffic out of Bridle Path Road would add congestion to three other sections of road. (I suspect there will also be people unfamiliar with the area who will attempt U turns along Ferry Road) - The majority of traffic entering Main Road from Bridle Path Road originates from Bridle Path Road. Why would it make sense to introduce longer delays to this stream of traffic than to the very minority of traffic ex St. Andrews Hill Road <p>Both of the above options are expensive and introduce delays to a majority of users to perhaps reduce some perceived minor delays to a minority of users. It should be noted that in pre 2011 earthquake times, those exiting Bridle Path Road had a free left hand turn and were rarely delayed at all and those exiting St. Andrews Hill Road via a give way sign onto Main Road, often waited for long queues of vehicles travelling toward the city along Main Road.</p> <p>If Options 2 or 3 are adopted then it is clearly an admission that an inadequate job was done by the designers and engineers in the first place. Personally I doubt that. If however that proves to be the case then I trust that the original contractors will fund all of the remedial work.</p> <p>Should Option 2 or Option 3 end up being seriously considered by the Christchurch City Council then I for one will make it my business to engage with and mobilise my fellow users of the Bridle Path Road entry point to the intersection to oppose the expenditure of a single cent of ratepayer funds on the project.</p> <p>This city has enough to deal with in terms of restoring the city infrastructure without pandering to a minority group who might feel they have to wait a minute or so longer than the majority of the intersection users.</p>
86	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>I would like to vote for options 2. I definitely would never ever like option 3 as part of the reason I live in Heathcote is the ease I can pop down for a surf, walk, hike, swim at sumner and taylors. If we could not turn right, we would just go left and do a uturn along the foreshore area as we did previously when we couldn't turn right. Or we would go up over the wee hill and come down again missing the intersection - time consuming and annoying for the local residents.</p>

		<p>Many Heathcote people enjoy the sumner areas and wish ease of access to continue. As a Heathcote resident, the existing layout does not adversely affect me.</p>
87	Option 3 - No right turn from Bridle Path Road	<p>Please please please don't add more traffic light intersections to this City!! It only dumb's down the motorist and doesn't make drivers think about the environment.</p>
88	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>I am a regular commuter from Heathcote Valley to Sumner due to my work commitments. I have experienced difficulty getting to the right hand turn lane as traffic coming down St Andrews Hill Rd blocks the access to the RH lane trying to merge with the left turning lane. I can see how the traffic signals proposed as part of option 2 would greatly improve this situation, both for me and the commuters coming down the hill.</p> <p>I am vehemently opposed to removing the option to turn right at this intersection. Having taken the alternative route down SH 73 and through a very congested Ferrymead for extended periods during road works, I feel I this option has already been tried and found to be very unsatisfactory - adding to congestion, travel time and frustration at being forced to take the long way around.</p>
89	Option 1 - Intersection as is	<p>East turning traffic from Bridal Path Rd needs to remain</p>
90	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	
91	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	
92	Option 1 - Intersection as is	<p>Existing option is fine, the only improvement could be for orange cross lines so that traffic stopped from Bridle Path Road do not queue across the entrance for St Andrews Hill traffic</p>

93	Option 1 - Intersection as is	I am using this intersection often every day, living in Heathcote Valley and working in Ferrymead. Also driving on weekend to Sumner and to visit friends who are living on St Andrews Road. I think current layout is sufficient and I am perfectly happy as user and feel comfortable so don't see any reasons for changes.
94	Option 1 - Intersection as is	The intersection should remain as is. The only suggestion we can offer is to add a 'judder bar' to Bridle Path Road, south of the traffic island on the bridge bound lane. This would slow the traffic down (on Bridle Path Rd) as it approaches the intersection. This is the biggest issue from our daily observations of the intersection, as cars 'whip' around the blind corner as they approach the existing traffic lights.
95	Option 1 - Intersection as is	This option is working well. Please don't take away right hand turn Bridle Path Rd/Main Rd. Alternative is a left turn detour around block and always a wait to exit into Main Road again. There is not usually a huge build-up of traffic waiting to either enter or leave Bridle path Rd so delay for St Andrews Hill Rd traffic is not serious
96	Option 1 - Intersection as is	Either option 1 or 2 would work. You need to have a right hand turn out of Bridle Path Road. Stopping that would be the wrong decision
97	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	
98	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	Dangerous crossing over lanes even when clear traffic travels too fast from Bridle Path and won't let you in. Trying to also look from right traffic turning left from Redcliffs to go up Bridle Path and traffic right from main road to Bridle Path.

99	Option 1 - Intersection as is	I'm opposed to any further proliferation of traffic signals and also opposed to the banning of turns east into Main Rd. Either keep the present layout or look at utilising Ferrymead Terrace to carry eastbound traffic from Bridle Path Rd. I envisage a roundabout at the Bridle Path Rd end and something similar at the Main Rd end to blend with the traffic from St Andrews Hill before the Main Rd intersection.
100	Option 1 - Intersection as is	Works well for us!
101	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	Nightmare coming off St Andrews Hill and all the cars are jammed across the road into the left hand lane turning into Ferry Rd blocking cars turning into right Main Rd.
102	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	My husband and I travel more than once daily through this intersection. It is not an accident waiting to happen, many have happened. My experience is following a car out from St Andrews Hill Road to the left lane over Ferrymead Bridge, the car turned sharp right and left me sitting in the middle of the intersection with cars fast approaching from the bridge. I backed back and straight into another car coming down the hill.
103	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	I feel this is the only option that ensures safety. I would not like to have the right turn from Bridle Path Rd removed as it is important to be able to get to Sumner at a light controlled intersection especially with the heavy traffic going to Sumner.
104	Option 1 - Intersection as is	Lights are working fine as in Option 1. Why waste money changing them - when people had their chance to say what they wanted when there were put in.
105	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	Is it possible to alter the phasing of the lights for traffic coming off St Andrews Hill Road to stay green for longer at peak (ie morning rush hour) time, and then reduce green time for off-peak hours?

106	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	Option 3 would result in severe restriction for Heathcote Valley residents as an alternative route East adds either risk (u turns on Ferry Rd) or up to 6km to the journey.
107	Option 1 - Intersection as is	Option 3 is not acceptable for Heathcote residents that is simply not fair! The existing way is fine, if there are problems that would be a result of bad driving not bad design.
108	Option 1 - Intersection as is	I use this junction most days from Bridal Path Road and see no issues with its current design. Traffic flows freely with very little queuing in all directions.
109	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	I was absolutely appalled to receive the brochure for these proposed changes when I saw option 3 - How an earth does it make sense to block Heathcote Valley residents, those coming down from Lyttelton or the Gondala from travelling towards Redcliffs, and Sumner ? There will be no more travelling to support the local Mount Pleasant 'Community' market on a Saturday and events within the community centre or the market in Sumner on a Sunday as I will not travel down tunnel road and then battle with Ferry Road traffic. This is a wonderful, supportive community - which includes all of the places I have mentioned so PLEASE do not stop us supporting our local communities by taking away this vital right hand turn. Even a yellow crossed box painted on the road would stop people blocking the road and that would benefit Mount Pleasant motorists. I for one NEVER approach the lights if they are on red when coming from Bridle Path Road - I always stop further back in case any traffic coming down from Mount Pleasant needs to turn right onto Bridle Path Road. Have you considered In the event of another disaster and we had to evacuate AGAIN this will also only leave all residents one route out of the valley ? I wish it noted I am TOTALLY opposed to OPTION 3.

110	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>I am writing to express my concerns over the Bridle Path/St Andrews Hill intersection.</p> <p>I reject option 3 as this is not viable option for Heathcote residents and anyone coming from the base of the hill or the harbour as they will not be able to turn right heading east toward Sumner/Redcliffs.</p> <p>This could furthermore effect the businesses in Redcliffs, Mt Pleasant and Sumner as it will be too difficult to access them.</p> <p>I acknowledge the intersection as difficult for Andrews Hill residents. I consider the best option is option 2 as this will meet the needs of all.</p> <p>Thank you for your consideration in this matter.</p>
111	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>I am writing to express my concerns over the Bridle Path/St Andrews Hill intersection.</p> <p>I reject option 3 as this is not viable option for Heathcote residents and anyone coming from the base of the hill or the harbour as they will not be able to turn right heading east toward Sumner/Redcliffs.</p> <p>I agree the status quo has safety concerns and I consider the best option is option 2 as this will meet the needs of all.</p> <p>Thank you for your consideration in this matter</p>
112	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>In response to the new plan for intersection, I prefer the Option 2. My reason is that it is very difficult to exit St Andrew Hill hill safely as you cannot ascertain if the traffic turning right from Ferry road is intending to go up the hill or up Bridle Path Road. Drivers cannot change their indicators quick enough. Also traffic coming from your left on Bridle Path Road cannot be seen due to slight curve in road. One minute it is clear and then suddenly a car appears (sometimes a little too fast).</p> <p>Hate to say it but... we told the CCC engineers it was not a safe plan and were just ignored. After the event the engineers had the audacity to state they were not aware of the problems. Really!!!! No wonder our rates are high.</p>

113	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>Option three does not address the issue that Bridal Path Road (and through to Port Hills Road / Flinders Road) is a recreational cycle route that is well utilized by cyclists, especially on the weekend. There is no alternate route for this user group other than turning off onto Tunnel Road and then onto Ferry Road, through a large and unsafe existing roundabout. The cycle loops at Main Road / Bridal Path Road are not in the green cycle facility, and require the cyclist to a) occupy the right turn lane to cause detection (if they recognize the loops), or b) wait in the green marked space and have a failure of detection, resulting in no turn movement or worse, a cyclist running a banded left turn in frustration.</p> <p>Detection loops on the approach road could be utilised to activate an active warning sign for either a) vehicles entering Bridal Path Road, or b) vehicles advancing into the Bridal Path Road / Main Road junction. Either way this would allow warning to the driver that a vehicle is approaching the junction, and that care is required (especially the left turn in where the St Andrews Hill traffic is elevated above the Main Road traffic</p>
114	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	
115	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	I would be OK with either Option 1 or 2, but definitely would not support Option 3. This would be detrimental to and inconvenience Heathcote Valley residents and Heathcote Valley facility users who are travelling to and from the Mt Pleasant/Redcliffs/Sumner areas.
116	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>The current arrangement with the hatched clearzone on Bridal Path Road does no function during peak periods with vehicles blocking this area, creating queues and delays.</p> <p>During the off peak periods it is difficult to complete the current turn out of St Andrews Hill Road, due to impeded site lines of vehicles turning from Main Road into Bridal Path, and hesitation due to vehicles turning from the Ferrymead bridge into St Andrews Road which are difficult to identify as not proceeding on to Bridal Path Road.</p> <p>Also the Cycle detector loops on Bridal Path Road appear to be either broken or disconnected and need to be fixed.</p>

117	Option 1 - Intersection as is	<p>For many years I have used that intersection and find it absolutely amazing now .Ive walked it .ridden a bike and now drive through from either redcliffs to heathcote and vice versa. This is the safest its ever been.I do not use it at the peek times and have only once had to wait for a car coming off St Andrews Hill Rd.</p> <p>The right turn to Sumner is imperitive .</p> <p>The amount of traffic coming through from Bridle Path will only increase with Lyttelton and Evans Pass Rd regaining populatily for visitors</p> <p>How often during the day does this happen .Only when the hill residents are going and coming from work .Its so much safer now.</p>
118	Option 1 - Intersection as is	<p>As residents in the area for many years, the free turn onto the Main Road which was originally the case for all traffic coming off St Andrew's Hill, always worked and was a far safer option to the current intersection.</p> <p>Option 4- Stop all left turning traffic off Main Road, turning onto Bridle Path Road, and extend the road (St Andrews Hill Road) around to the traffic light.</p> <p>We note that no option to with-hold left turning traffic off Main road onto Bridle Path Rd, has been presented as an option.</p> <p>The alternative for this traffic, would be that they had to travel further up Ferry Road and then use the Motorway to get through to Heathcote/Lyttleton.</p> <p>If all left turning traffic off the Main Road (onto Bridle Path Road), was to be stopped, then essentially you have two lanes at the intersection, being, one for all Bridle Path traffic, and the second being for all St Andrews Hill traffic.</p> <p>Currently the intersection is exceptionally dangerous with having to look both ways and then more times than not, be stopped half way across.</p> <p>The danger is in the short distance from the give way sign at the bottom of St Andrews Hill, to the first lights (coming off St Andrews Hill).</p> <p>My husband regularly has a trailer and he finds this intersection exceptionally dangerous coming off St Andres Hill, as the traffic often speeds around from Main Road, whilst he is also having to look left for Bridal Path traffic, to then get across two lanes to get in the left turning lane, to head into the city for work. The trailer is</p>

		<p>often left hanging across one, if not two lanes, if the lights turning left into the city, suddenly change. With or without a trailer, this intersection is extremely problematic and dangerous.</p> <p>Happy to discuss this over the phone.</p>
119	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	
120	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	
121	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>Definitely not Option 3 please. This would cause inconvenience to a large number of people and result in people trying to do U-turns on Ferry Road or cutting through carparks both of which would result in increased risk to motorists and pedestrians.</p>
122		<p>None of above preferred.</p> <p>Option 1, as is, is not an option, the intersection is a complete mess</p> <p>Option 2, only makes a more expensive merging mess. This just reprioritises present merging on favour of the lower traffic volumes from SAHR with 2 lanes of traffic still merging unnecessarily into 1 on Bridle Path before entering Ferry Rd. There is very limited queuing space on Bridle path anyway for vehicles from SAHR due to the adjacent entry point from the lights, so giving priority into a restricted queuing zone will have cars blocking Bridle path and not cleared before the influx from Bridle path arrives to join the merging delay. Only with free access into 2 lanes on Bridle path with 2 these 2 lanes feeding into Ferry Rd will the present merging, or the new Option 2 replacement merging problem, be addressed</p> <p>Option 3 solves the flow problem from St Andrews Hill Rd but disadvantages hundreds of residents who want to turn right. It is preferred to Option 1 and 2 if only those choices were available</p>

The key problems are

Traffic from St Andrews Hill Rd (SAHR) has to merge into 1 lane on Bridle path, this is madness

Traffic waiting to turn right from Ferry rd extends across and blocs the SAHR pathway into Bridle path Rd, easily preventable.

One merged lane from Bridle Path / St Andrews Hill rd feeding into 2 available lanes on Ferry Rd, madness when easily fixed.

Traffic turning Rt from Ferry Rd into Bridle path cutting off the flow from SAHR into Bridle Path

A green cycle path one full car lane wide wide on Bridle Path that is hardly used.

A centre island on the Bridle Path Ferry rd intersection that is too wide and could be far better used for an additional car lane

Cars wanting to turn right from Bridle Path into SAHR are forced on to the downhill lane, and its dangerous

Solution

a Fix the queuing problem for Rt Turning cars into ferry rd , by making a defined and better controlled queuing area

For cars turning right from Bridle path into Ferry Rd restrict queuing to 2 cars at the lights, yellow crosses extended from the rear of the lights queuing point to the other side of the SAHR intersection to prevent blocking of the SAHR intersection by Rt Turning vehicles, reinforced by a give way sign at this point for cars wanting to turn right. A new queuing lane is formed on RHS of Bridle path from the new giveaway sign just prior to the SAHR intersection to hold say 10 cars on bridle path, with yellow crosses prior to the queuing lane entry point to restrict the que extending up bridle path, and to stop bridle left lane from becoming blocked. Bold signage to reinforce intersection rules " no stopping on Yellow crosses, turn left into Ferry rd if no queuing room for Rt Turning vehicles."

Adopt Roger Turners suggestion, narrow the Island on Bridle Path, 2 dedicated left turning lanes for cars from Bridle Path turning left into Ferry Rd, then a narrow cycle lane, then a Rt turning lane. Alternately remove the rt turning cycle lane, cyclists can safely merge with cars in the same rt turning lane.

Re program the lights. When the SAHR que into Bridle Path is longer than the Rt turning que from Ferry rd into Bridle path, give SAHR priority and delay the green light start to enable SAHR que to enter Bridle Path and not be blocked off by Rt Turning vehicles from Ferry rd. If Ferry Rd que is longer time lights as they are now.

		<p>This option allows 2 left turning lanes from Bridle path into Ferry Rd at the expense of minor inconvenience to right turning vehicles into Ferry Rd, and gives Bridle Path and SAHR cars 2 available lanes, not 1 as at present with which to enter Ferry Rd. It eliminates costly and unnecessary additional lights and the creation of an option 2 disaster.</p> <p>Design the centre island with a gap so that cars wanting to turn right up St Andrews Hill Rd can do so. If no gap they will continue to turn right, potentially into oncoming traffic anyway, and this is a worse option.</p> <p>While considering this intersection consider also the fence on the LHS of Bridle path 300m back up the road. This is a 3 inch galv pipe structure with a netting infill. The horizontal top pipe is a lance waiting to impale a motorist that comes into direct contact with the end of the fence. There have been many impacts at this point, which always shear the first vertical upright and turn the top exposed pipe into a potential spear. It is a miracle that no one has been killed here by being speared with the exposed top fence rail at the point of impact. A simple redesign is needed here to fix this accident waiting to happen.</p>
123	Option 1 - Intersection as is	<p>After having spent some years at the mercy of kind hearted folk letting us into the flow of traffic off Bridle Path Road onto the main road, it is nice to have the traffic lights dictating the flow. While we understand that at times it may be difficult getting off St Andrews Hill, this is not a major issue and the few times I have seen a backlog of traffic up the hill, the Bridle Path Road traffic on the whole has been considerate enough to let out as many as feasible; I suspect the issue is mainly at peak hour times. If it has to change then Option 2 could be considered. We would not be happy with Option 3 as this just shifts the problem further along with having to go around Tidal View in order to get back into the flow heading east.</p>
124	Option 1 - Intersection as is	<p>Mt Pleasant residents have 2 other options in close vicinity to this intersection, either they can use Mt Pleasant Rd or Canon Hill Rd onto Bridle Path Rd. from what I have observed the only safety issues are due impatient drivers coming off St Andrews Hill Rd. I don't see why Heathcote Valley residents should be disadvantaged because of this.</p>

125	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	
126	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>Option 2 is preferred, subject to a Benefit to Cost Analysis supporting it. If BCR does not meet the minimum threshold then Option 1 becomes preferred.</p> <p>Option 3 is expected to create other safety issues from the unusual island configuration, plus frustration & delay effects from the movement restriction. Overall this option is not supported.</p> <p>In the absence of full background detail and economic assessment information being supplied, it is impossible for a member of the public to provide a meaningful, 'best for city' response, and I'd encourage CCC to provide more complete information in future consultations.</p>
127	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>I reject option 3 as this is not viable option for Heathcote residents and anyone coming from the base of the hill or the harbour as they will not be able to turn right heading east toward Sumner/Redcliffs. This is a major route in my and many friends day to day activity. We would be forced to turn left (as we did for a long time when the works on the bridge occurred in 2015/16), then do a u-turn. This was never a safe option at the time and I would return to doing that again, as would many residents of Heathcote and Mt Pleasant and Lyttleton. By making it a no right hand turn you will be exchanging a dangerous option for St Andrews Hills residents for a less than ideal option for Heathcote residents. A new set of lights at this intersection would be a compromise for both areas.</p> <p>This could furthermore effect the businesses in Redcliffs, Mt Pleasant and Sumner as it will be too difficult to access them.</p> <p>I acknowledge the intersection as difficult for Andrews Hill residents.</p> <p>I consider the best option is option 2 as this will meet the needs of all.</p> <p>Thank you for your consideration in this matter</p>

128	Option 1 - Intersection as is	I use this intersection every day. Some of the exit problem from St Andrews Hill Road is mainly at peak traffic time. Traffic on Bridle Path Road is usually helpful to traffic from St Andrew Hills Road. The exit from Bridle Path Road is fine. The problem of exit from St Andrews Hills road could be removed by keeping the left turning arrow from Bridle Path Road to Ferry Rd for longer during peak time and at the same time delay the traffic turning from Ferry Rd to Bridle Path Rd waiting long enough for clearing the St Andrews Hills Rd. The time required might only be 1/2 minute.
129	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	Option 1 or 2 are acceptable options. Option 3 significantly inconveniences anyone travelling east from Heathcote Valley or Ferrymead Park so simply moves the problem from Mt Pleasant residents to Heathcote Valley residents and Ferrymead park users. Given it is such a win'lose (rather than win/win) solution I am suprised it was even suggested and can only assume that it is to placate self important Mt Pleasant residents. Please be better than this.
130	Option 1 - Intersection as is	I think option 1 is good with some minor changes. Put give way signs on the Bridle Path Road before St Andrews Hill Rd (about 20m from the lights), This will allow cars from St Andrews Hill and Bridle path chances to turn right on to Ferry Rd. Simple and Cheap solution. Only thing is selfish drivers may not give way to cars coming down St Andrews Hill
131	Option 1 - Intersection as is	Road is great, more care is needed
132	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	I am a Meals on Wheels driver for the Red Cross and use this intersection. I agree it is unsafe coming off St Andrews Hill as it is. The extra traffic lights would solve this. Coming out of Bridle Path Road I need to turn right to continue my route. If you stop this turn I would have to back track left to find a place to finally be able to turn right to get back to the rest of my route in Redcliffs. A small delay for traffic lights would be much preferable to having to back track. Meals are delivered on this route Mon to Fri so other drivers would be facing the same problems.
133	Option 1 - Intersection as is	I believe the planners got it right first time. One of the main benefits from the re-designed intersection is safe right turns from Bridle Path Road into Main Rd. Previously this was uncontrolled, difficult and risky. Then for several years there was no right turn at all while the new intersection was under construction. It would be a big step backwards to remove this. And additional lights and stops on Bridle Path Rd would be unnecessarily

		complex, expensive and disruptive, having two stop lights within a few metres is not good design. So I vote for the status quo.
134	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>I am writing to express my concerns over the Bridle Path/St Andrews Hill intersection.</p> <p>I reject option 3 as this is not viable option for Heathcote residents and anyone coming from the base of the hill or Lyttelton as they will not be able to turn right heading east toward Sumner/Redcliffs.</p> <p>A particular problem with option 3 would be for people who cycle, as the Bridle path route usually has low car traffic and so is a good cycle route.</p> <p>I fear the proposed change at the intersection would mean having to cycle by a longer route (not a trivial matter for cyclists), and with more traffic, and so higher accident risk.</p> <p>It is also not clear to me what the alternative cycle route would be, but I would be very uncomfortable with being forced to cycle on Ferry road.</p> <p>I would also ask that cyclist use and safety be taken into account in the intersection design.</p> <p>I acknowledge the intersection as difficult for Andrews Hill residents.</p> <p>I consider the best option is option 2 as this will meet the needs of all, but ideally with good provision for cyclists.</p> <p>Thank you for your consideration in this matter.</p>
135	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	

136	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>My commute brings me down Bridle Path rd, then turning left (usually). Currently do not like ST Andrews traffic 'pushing' across and blocking both lanes (happens every morning).</p> <p>Absolutely must keep right turn option out of Bridle Path. St Andrews traffic can go East by driving to Mt Pleasant rd, but all Lyttelton and Heathcote traffic disadvantaged.</p>
137	Option 1 - Intersection as is	Need to redesign not just add lights or block options
138	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	
139	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>This is the only option that has some chance of working. The current solutions works fine for bridle path traffic but not for St Andrews hill traffic.</p> <p>Option 3 is not acceptable for cyclists as there is no viable alternative to get from Heathcote to Sumner.</p>
140	Option 1 - Intersection as is	<p>I think there is a fourth option which is the intersection stays as it is but there are warning lights/ bumper bars placed on Bridle path road to slow the traffic approaching the intersection. I have had no issues crossing the road from St Andrews Hill although a couple of times have noted the traffic coming along Bridle path road is travelling too quickly. We have enough lights at the intersection already and I have not seen any signs of an accident so lets not overreact to this issue and spend money where it is not needed. I would rather the funds are spent on the road to sumner after the causeway which is in a shocking state.</p>
141	Option 1 - Intersection as is	<p>I do not support Option 3, but would support Options 1 or 2. I regularly travel from Heathcote Valley to Redcliffs/Sumner area, and very rarely do I see traffic backed up on St Andrew's Hill rd, unable to turn into BP road.</p> <p>Option 3 would be a major drawback for traffic from Heathcote (and those from Lyttelton etc who don't currently have the option of Evan's pass) accessing McCormack's bay, Redcliffs, Sumner. Option 3 would also limit cycling options: it is a popular cycle route going from Bridle Path Road out to the seaside via the Coastal Pathway, and limiting this is counter to the council's commitment to improving cycle access around the city. Furthermore St Andrew's Hill road is one of several routes from Mt Pleasant down to Ferry Rd/Main road,</p>

		while the alternative options for travelling from Bridle Path Rd out to Redcliffs/Sumner all involve significant further detours.
142	Option 1 - Intersection as is	I drive and bike through there at peak times and hardly ever have to wait. It seems the over 60's on the hill can't seem to turn their necks to look for traffic and seem to have issues with determining speed perception on Bridle Path Road. Most cars on Bridle Path slow down for the lights so I'm unsure what the issue is. The intersection is slightly unusual and tricky - but it works! The only issue I have is the lack of cycle facilities on all approaches, there are no advanced stop boxes for turning right from Sumner Road into Bridle Path, and there are no cycle lanes on St Andrews Hill Road. This is an issue as it's difficult and dangerous to stop on that steep section of road with a bike when the geriatric drivers are waiting for the all clear to cross because you cant fit between the cars and the kerb. Have there been any accidents yet? If not this is a waste of time and money.
143	Option 1 - Intersection as is	We need a right turn option on to Main Rd from Bridle Path Rd. Extra traffic signals will hold up more traffic on Bridle path Rd. I use this intersection often and have NEVER see a backlog of cars on St Andrews Hill Rd. The majority should not have to panda to the few.
144	Option 1 - Intersection as is	We live in Heathcote and travel to Sumner often, and feel that it works perfectly as is.
145	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	
146	Option 1 - Intersection as is	Option 1 works well for everybody when road courtesy is employed. Traffic moves quickly in all directions and I see no reason to alter this intersection.
147	Option 1 - Intersection as is	No issues with the current design

148	Option 1 - Intersection as is	<p>Dear Anne, Sorry for whinging.</p> <p>The layout as is works fine, although care is needed when turning right out of St Andrews Hill Road. This is best achieved by waiting for a red light on Main Road.</p> <p>Keep it as it is and stop wasting my ratepayer money on unnecessary consultation.</p> <p>Why didn't I get a flyer, as I am affected by this? Again apologies...!</p>
149	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>I think the current option of turning east is working now and is a must to stay. I think the lights will be a safer option to install and more people will be able to use this intersection effectively which is im sure what you are wanting to do.</p> <p>I do not want option 3 at all.</p>
150	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>Was poorly designed from the outset, it was obvious that there would be issues with traffic from the St Andrews Hill Road. Can I ask how much the original change cost and what are the costings for option 2 and 3. I feel that option 3 is a poor choice and will only force traffic onto already poorly designed and maintained roads on the hill. If option 3 does proceed how will this effect the bus that comes down St Andrews, or is this another ploy by the council to make the service even more inconvenient than the changes a few years ago that meant that it did not go into the main bus station.</p>
151	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>this option will make the intersection a lot safer for all traffic</p>
152	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>Very hard coming out of St. Andrews hill road having to look in 3 directions and not much time. Lights will help</p>
153	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	

154	Option 1 - Intersection as is	I have used this junction many times as a driver, cyclist and pedestrian without experiencing or noting a safety issue. If drivers anticipate the needs of others and give way correctly there should be no problem with this junction
155	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	As a Heathcote resident I use the right turn most days travel to Sumner Beach, Redcliffs Supermark. Please look at another option
156	Option 1 - Intersection as is	Prefer option 1 but option 2 or option 1 but NOT option 3
157	Option 3 - No right turn from Bridle Path Road	We think option 3 is best because it helps cars from St Andrews Hill Road, and only inconvenience Bridal Path traffic turning right to Sumner. We would only turn to Sumner probably less than 5% of the time
158	Option 1 - Intersection as is	
159	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	As St Andrews Hill residents we don't feel this intersection as it is now is safe. It is difficult to get off the hill at busy times and crossing to the far lane to join the traffic is daunting and exposes motorists to considerable risk.
160	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	
161	Option 1 - Intersection as is	No problem with present option - traffic flows freely - no accidents that I am aware of.

162	Option 1 - Intersection as is	Thanks for the chance to comment. Option 3 will greatly inconvenience anyone wishing to head east from the Heathcote valley/Lyttelton direction. Option 2, although satisfying all needs, seems as if it would be overly expensive and complicated. Nonetheless it would be the best option if feedback from St Andrews Hill users has been strong enough to suggest that the current situation simply must be changed.
163	Option 1 - Intersection as is	My preferred option would be option 1, however option 2 would be acceptable, if perhaps a bit extreme. Option 3 would not be acceptable.
164	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	Option 1 and 3 unrealistic. Extremely dangerous at present....I use it everyday and find that getting g across off St Andrews hill a nightmare
165	Option 1 - Intersection as is	I turn right onto Main Rd from Bridle Path Rd at least 4 to 5 times a week. The no right turn option would create problems with where to turn back to Sumner after turning left. St Andrews Hill Rd traffic could come down Ferrymead Terrace and turn right on to Bridle Path Rd. Option 2 would incur costs to ratepayers but would work.
166	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	Option 2 is the only feasible option. It has clearly already been decided that the intersection is dangerous as it is, so Option 1 is out. Option 3 would mean motorists wanting to turn right from Bridle Path Rd would need to make an unnecessarily (and ridiculously) long detour in order to get to their destination. It would also mean that cyclists coming down St Andrews Hill Rd and wanting to travel towards the city would end up in the right hand lane on the Ferrymead bridge, and would therefore have to make the dangerous manoeuvre of crossing back over the left lane in order to get back into the cycle lane on the far left. Option 2 is the only feasible option!

167	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>I favour option 2.</p> <p>Option 1 does not seem to be working for traffic exiting St Andrews Hill.</p> <p>Option 3 preventing traffic from Bridle Path Rd turning right is not conducive to the community connection between Heathcote (and Lyttelton) and Redcliffs and Sumner, and will make it difficult from people from Heathcote to make use of the amenities (beaches, coastal walkway) in Redcliffs and Sumner. It would disadvantage businesses in Redcliffs and Sumner as people travelling from Heathcote and Lyttelton would be more likely to seek business more easily accessible in Ferrymead. From a tourism perspective, it is likely that tourists visiting the Ferrymead Historic Park and the Gondola are may to want to access Sumner or Taylors Mistake by turning right and so may be deterred from making this journey.</p>
168	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>Option 1 would be fine if people obeyed the rules - which they do not. Many people coming from Bridle Path Road wish to turn right, so option 3 would lead to a great deal of anger and frustration. Option 2 is the ONLY option which will meet the needs of all parties</p>
169	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>Assuming that there is a pressing safety issue with the current layout (I am not qualified to comment on that aspect), moving to option 3 would only mean that all cars wishing to 'go east' will be forced to do a U turn or some other equally "unsafe" manoeuvre elsewhere which would seem to me to be just moving the safety problem down the road. Status quo or Option 2 therefore only real options and I therefore support either 1 or 2 but NOT 3. Thanks. [REDACTED]</p>
170	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>As a Heathcote Valley resident I am opposed to option 3, denying us a right turn, which we currently use frequently.</p> <p>I think the current situation (option 1) would be adequate if those coming down St Andrews Hill could somehow be made to use it correctly and safely. However if they continue to misuse it, option 2 is the one I would support.</p>

171	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	Definitely NOT Option 3. It would be a backward step as residents from Heathcote, Lyttelton and further afield would be unfairly disadvantaged with no right turn. Changes need to be made and Option 2 is the logical choice.
172	Option 1 - Intersection as is	This intersection is a huge improvement on what was there before the earthquake. Traffic moves easily, and you are never stuck to turn whichever way you are coming from/going to. The team responsible should be commended. Adding pre-signals on Bridal Path Road would just be an additional cost and contribute little improvement (option 2) and a no right turn (option 3) would be actively detrimental, as if you were forced to turn left, there's nowhere further on to do a u-turn.
173	Option 1 - Intersection as is	I live in Heathcote Valley and have grave concerns for Option 3, not turning right from Bridle Path Road. Heathcote Valley is still a growing community along with Lyttelton. Heathcote has a new 55 plus village going in which will further increase traffic. Port Hills Road is busy enough. Port hills Road is the main route that children walk/scooter/bike to and from school, there will be a huge impact on their safety if Port Hills Road traffic increases again. If the option to not turn right from Bridle Path road is put in place then traffic, through Port Hills/Martindales road will increase significantly. My biggest priority is our children in our communities and we must always ensure environments are as safe as they can possibly be for them especially on their school routes.
174	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	No one in our household uses the intersection in it's current form it is so dangerous, and frustrating, choosing to go a longer way instead. Option 3 would be non tenable as it is so difficult to turn right (towards Sumner) off the hill at any of the other intersections, like Mt Pleasant Road, with the 3 lanes of traffic to negotiate.
175	Option 1 - Intersection as is	A lot of traffic turns right on to Main Rd from Bridle Path Rd so it doesn't make sense to prevent this (option 3). I've never felt there were any safety issues with the current road lay out. Option 2 would be my second choice, although I feel that things are fine as is.

176	Option 1 - Intersection as is	<p>It is my opinion that either Option 1 or Option 2 are preferable over Option 3.</p> <p>I travel every week to Lyttelton for sailing (sometimes several times a week) and not being able to turn right out of Bridle Path Rd to get home to Redcliffs was an absolute nightmare when the road was closed for repair last year.</p> <p>Finally we are able to turn right again and I firmly believe such an option should remain.</p>
177	Option 1 - Intersection as is	<p>Its not broken - spend your time, energy and cash on fixing the roads around Christchurch that are broken - plenty to choose from</p>
178	Option 1 - Intersection as is	<p>The traffic coming down St Andrews Hill Road has 5 other Road options to avoid this junction, Cannon Hill Cre, Te Awakura Ter, The Brae and Rangatira Ter, and Mount Pleasant Road to connect to a main road.</p> <p>As a Heathcote valley resident I would find option 3 extremely unfair as I regularly enjoy going to sumner and red cliffs this would increase my journey unfairly as I do not think the reason for changing the junction is good enough when there are 4 other options.</p>
179	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>I reject option 3 as this is not viable option for Heathcote residents and anyone coming from the base of the hill or the harbour as they will not be able to turn right heading east toward Sumner/Redcliffs.</p> <p>This could furthermore effect the businesses in Redcliffs, Mt Pleasant and Sumner as it will be too difficult to access them.</p> <p>I acknowledge the intersection as difficult for Andrews Hill residents.</p> <p>I consider the best option is option 2 as this will meet the needs of all.</p>
180	Option 3 - No right turn from Bridle Path Road	

181	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	Option 2 [two] Is the only sensible answer. If we have been to Lyttleton when we come home there is no way for us to turn right onto Main Road to go to Redcliffs. We can't even go up St Andrews Hill Rd.
182	Option 1 - Intersection as is	I think there should have been provision of a direct feed in lane from st Andrews hill to main road. But shad has been done works ok. Just more driver education needed.
183	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	There should have been a direct feed to main road from st Andrews hill in the original design. Lights is best to deal with it now.
184	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	
185	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>Option 2 is the best option but needs a few small tweaks</p> <p>1 We need to be able to turn right into St Andrews Hill Rd from Bridle Path Rd and not have to do the silly u-turn we do now. With a small change to the island shape you could safely turn right at the same time as the green arrow allows you to turn right onto Main Rd.</p> <p>2 When towing a trailer or boat the only other current option is to turn left on to the Ferrymead bridge from Bridle Path Rd go around the block and then try to cross three lanes back to the right hand lane to be able to access St Andrews Hill Rd when the lights allow. Dangerous and impracticable.</p> <p>I look forward to the changes as outlined.</p>
186	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	I'm not a regular user of this road, therefore the giveaway is ambiguous with lights the road users ability to go on a green light is really clear. I strongly oppose option 3

187	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	
188	Option 1 - Intersection as is	I live in Governors Bay and regularly use this turn in my tiling work when working at Sumner and find it a more economical, time and fuel wise, route
189	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	I travel frequently from Lyttelton to Sumner to visit my elderly and recently-widowed father. With Sumner Road still out of action this means using the road tunnel and going through Heathcote. A right turn from Bridle Path Road onto Main Road is necessary for me, and clearly necessary for many others too, judging from the number of other vehicles I see regularly using this intersection.
190	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	I use the turn right most times, however Option 2 is probably more useful for those trying to get out of the junction.
191	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	Presently avoiding this intersection coming down the hill as find it too dangerous. Main problem is trying to get into queue on Bridle Path Road whilst watching traffic coming around corner from Main Road (especially cyclists).
192	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	My preferred option for the intersection on St Andrews Hill Rd is OPTION 2
193		Can I suggest the following; The island formed to create this intersection is to wide. It is not a refuge island for pedestrians as they pass in front of it. Reducing the width to a barrier (or similar) would allow another lane to be formed to exit B. P. Rd. This would allow one right turn lane from BP Rd to Sumner and two left turn lanes to town. This would reduce the confusion that exists when merging St A and BP traffic try to turn left. Ferrymead bridge has two lanes and there is enough road distance for lane changing before the next controlled intersection.

200	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	
201	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	████████████████████
202	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	Reason for Option #2 Coming down St Andrews Hill Rd you cannot see three directions at once. I find that with the speed of traffic approaching the light you are inclined to miss seeing them on Bridal Path Rd
203	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	It would not be a good option to not have a right hand turn onto Main Road. This would make a huge detour for people living in Heathcote to go to Sumner. Hopefully the lights from St Andrews Hill would only stop traffic on Bridle path Road when traffic is waiting on St Andrew Hill. (Property owned on Port Hills Road)
204	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	
205	Option 1 - Intersection as is	
206	Option 1 - Intersection as is	

207	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	
208	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>The main problem I've seen is when buses are coming down St Andrews Hill into Bridle path (right hand turn) and they block traffic on Bridle Path Rd from getting past them.</p> <p>I definitely don't like Option 3 - that means people will turn left into Main Rd and to go to Sumner, we have to do a wee circuit through Wind Surf area - a new problem in itself.</p>
209	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>Thanks for re-assessing this dangerous intersection.</p> <p>We have already had two near miss accidents at this corner.</p> <p>Where else in NZ do you stop @ between 45degrees and 90degrees at traffic lights, from the direction which you plan to go?</p>
210	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>[REDACTED]</p>
211	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>Exiting St Andrews Hill Rd can be dangerous with left turners from Main Rd crossing St Andrews intersection very quickly. Traffic from Bridle Path Road often blocks this intersection. Option 2 would address both these concerns</p>
212	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>Safer option for all</p>

213	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>Option 2 is obvious solution.</p> <p>Option 1 maintains existing dangers of particularly large vehicles ex St Andrews Hill being caught across intersection.</p> <p>Option 3 doesn't obviate real dangers ex Main Rd traffic exiting St Andrews traffic, and it's plain silly not to let Bridle Path traffic head towards Sumner</p>
214	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	
215	Option 1 - Intersection as is	
216	Option 1 - Intersection as is	<p>I believe Option 1 works satisfactorily provided drivers coming in to the intersection from St Andrews Hill Road don't get impatient.</p> <p>It would seem to me that some of these drivers are not prepared to accept any delay, and as a consequence, take unnecessary risks</p>
217	Option 1 - Intersection as is	<p>The Council has spent an inordinate amount of money on this intersection (not to mention many years). To re-do it now would be madness. PLEASE LEAVE AS IS - Fairness to all.</p> <p>Please don't take away the right turn - it takes people from Heathcote Valley 5 mins to detour and go back towards Redcliffs in peak hours, although we did it for years while EQ repairs went on.</p>
218	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	Option 3 is totally unacceptable

219	Option 1 - Intersection as is	<p>Option 3 is not an option! Why even consider it?</p> <p>Cycling in Christchurch will suffer as Bridle Path / Sumner is Christchurch's most popular recreational route. Links the coastal walkway to Ferrymead Historic Park / Gondola. We have business in Sumner and live on Bridle Path Road - option 3 not an option.</p>
220	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	
221	Option 1 - Intersection as is	I use the intersections regularly to travel east to Sumner and west to Ferry Road and it is satisfactory in my opinion
222	Option 1 - Intersection as is	<p>Option 3 is ludicrous, cutting off the R/H turn from Bridle Path Rd to Sumner for HEATHCOTE RESIDENTS!</p> <p>This should not even be proposed given the amount of traffic now using Bridle Path Rd. The Option selected (1 & 2) should be even for all intersection users, not a chosen few.</p>
223	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	Would be happy with option 1 or 2 but definitely not option 3 which would disadvantage people living in Heathcote Valley.
224	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>The present situation is very dangerous. When you come down St. Andrews Hill Rd, and want to turn right on Bridle Path Rd., it is very difficult to make this right turn safely.</p> <p>Installing new traffic signals on St. Andrews Hill Rd. is the only option that is sensible.</p> <p>Option 3 would be ridiculous. St. Andrews Hill Rd. is one of the main thoroughfares down from Mt. Pleasant. To prevent those people from turning right so they could go into town would be an enormous difficulty for all the residents of Mt. Pleasant.</p> <p>In Summary, Option 2 with new lights is the only sensible and safe choice.</p>

225	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	Option 2, or second choice would be option one. I travel 4-5 times a week to Sumner/Mt Pleasant area. Option 3 will cause many problems for traffic wanting to go to redcliffs - turn left then what?
226	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	Option 2. May also require one or two "Slow Down" or some other sort of awareness signs on St Andrews Hill Road so as to avoid tail-gates as traffic roars downhill.
227	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	Present situation for traffic exiting St Andrew's Hill is untenable. Have seen numerous near accidents especially when commuter traffic is heavy. Very difficult for bus drivers to turn into Main Road. Cyclists avoid this intersection if possible.
228	Option 1 - Intersection as is	Coming from Heathcote, Lyttelton this intersection works very well. Definitely not option 3. We need easier passage to Redcliffs/Sumner thank you.
229	Option 1 - Intersection as is	Happy with the existing intersection. Too much congestion with Option 2. Option 3 does not assist traffic going to Redcliffs and Sumner
230	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	1. It is certainly dangerous at the moment, for people coming down from St Andrews Hill so there needs to be a change. 2. Option 3 is UNACCEPTABLE for Bridle Path Rd users - not to be able to turn right towards Sumner and would cause ridiculous problems. 3. Therefore option 2 is the best of the 3 options. Delay for BPR users is better than not being able to turn right.
231	Option 1 - Intersection as is	

232	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	
233	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>As it is now it is very confusing and accidents are bound to happen.</p> <p>I use this intersection frequently - no problem turning off Bridle Path to town but I see the Mt Pleasant turn off can create problems and also turning right to Sumner Main Rd.</p>
234	Option 1 - Intersection as is	<p>As an 'elderly' couple who have lived on Cannon Hill Crescent for 26 years we are very happy having the light as is.</p> <p>This means we can go out to Redcliffs Doctors, Chemist, Library, and travel out to Sumner using the lights at Bridle Path Rd to turn right.</p>
235	Option 1 - Intersection as is	<p>I certainly do not think a change is needed. What is needed is common courtesy. I use this road (Bridle Path) on a regular basis and find it easy to use. The problem is that traffic from St Andrews Hill wants instant access to Bridle Path Rd, when just a small amount of patience would work wonders. I DO NOT want more traffic lights (I fail to see this being satisfactory). DEFINITELY NOT OPTION 3</p>
236	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>Preference would be Option 1 as we live in Heathcote. However, Option 2 is better for St Andrews Hill residents, and would not be too bad for us.</p> <p>NOT option 3. As a regular user of the turn right this would be very annoying.</p>
237	Option 1 - Intersection as is	<p>I have spent most of my working life travelling to work from Redcliffs to Lyttelton and the situation at this intersection is better now than it has ever been. Those people who choose to live on the hill have another option to come down off the hill and I think we now have the best option.</p> <p>NO more money should be spent on the situation, there are more situations in Christchurch that require financing by the rate payer.</p>

238	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>This is the only viable option to improve safety for vehicles exiting St. Andrews Hill Rd. The current danger is the difficulty of having, at the same time, to look right for traffic turning from Main Rd. into Bridle Path Rd. and left to look for vehicles which appear suddenly (and often at an unsafe speed) around the final bend on Bridle Path Rd. before the bridge.</p> <p>However, the ability to turn right up St. Andrews Hill Rd. out of Bridle Path Rd. has to be maintained/made legal. The proposed alternatives are far too lengthy or dangerous (using the virtually single lane Te Awakura Tce. from Main Rd. for increased two-way traffic is not a safe option; nor is crossing two lanes of traffic coming out of Tidal View into the centre lane on the bridge; and it's not easy to turn right from Settlers Crescent into Ferry Rd. either). It is currently a safe manoeuvre to turn right up St. Andrews Hill Rd. while the lights are red for all Main Rd. traffic to allow vehicles to turn right from Bridle Path towards Sumner. This option needs to be maintained and made legal.</p> <p>The pedestrian access from the cul de sac of Te Awakura Tce to the bottom of St. Andrews Hill Rd. should be restored. Prior to its closure, I estimated in excess of 50 pedestrian movements up/down each day in spite of the poor quality of the track following the Quake. Pedestrian usage would be even greater now as new homes (home to more younger families) have been built in the area above the track which includes all of Canon Hill as pedestrians use the Canon Hill Rd. - Te Awakura Tce walkway. Currently the alternative for pedestrians is to use the private right of way along Menlo Tce. and then through private land (17 Menlo Tce) to St. Andrews Hill Rd where the pedestrians must cross this road on a bend which makes for poor vision and danger to the pedestrians. Although aware of the errors that led to the closure of the Te Awakura track, I believe the usage it would get warrants its restoration whatever the difficulties and cost. Don't forget that it is the shortest route down to Main Rd. for all pedestrians using the Canon Hill - Te Awakura walkway. That the importance of the track was not recognised or acknowledged should not be a reason for not restoring it now.</p>
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239	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>As residents of lower St Andrews Hill Road who make this crossing 6-8 times a day we are choosing No 2 Option because:</p> <ol style="list-style-type: none"> 1. We cannot proceed safely over this intersection from St Andrews Hill Road. Our lives are in the hands of speeding/distracted Sumner traffic turning left or speeding/distracted Bridle Path Road traffic approaching the lights. 2. At the stop at the bottom of St Andrews Hill Road we look sharp right (with difficulty) then left towards Bridle Path Road then back to right towards Sumner traffic and even then during our turn there are cars barrowing towards us from either direction which often force us to make a dangerous stop in the middle the intersection on the yellow markings to the annoyance of traffic. 3. Not all Bridle Path Road cars indicate which lane they are going to take so again we get trapped in the middle of the yellow markings. 4. Long heavy vehicles will continue to use the St Andrews Hill Road until the remaining 100 houses are rebuilt. (Stats of pending rebuilds/major repairs can be sought from Mt Pleasant). 5. NEITHER OPTION ADDRESSES THIS ISSUE: Returning home via Bridle Path Road or Lyttelton we are forced to take Cannon Hill Road instead of a right turn up our hill to our residence. What other Christchurch suburban resident is forced to make a detour of 3 kms on to their two lane road? <p>Once a week we would see Bridle Path Road users do a U-turn illegally up St Andrews Hill Road even although there now a no U-turn sign. Very dangerous with the configuration of the intersection if its a large vehicle.</p> <ol style="list-style-type: none"> 6. Lastly, because of this badly designed intersection we potentially could blame the designers for serious accidents / deaths of ourselves, friends and neighbours.
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240	Option 1 - Intersection as is	<p>Either 1 or 2 ok.</p> <p>I do not have a problem with either of these.</p> <p>Option 3 is unacceptable as it would involve an awkward detour with an uncontrolled and dangerous right turn into Tidal View and traffic lights.</p> <p>I live in Redcliffs and often need to travel via Bridle path Road on a bike or by car</p>
241	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<ol style="list-style-type: none"> 1. Its extremely dangerous as is. 2. Heading up the hill its very difficult to indicate right turn off Ferry Road then left up St Andrews within the legally required limits. 3. Option 3 will result in either people a) doing a RH loop through Ferrymead (Tidal View route) or, b) going cross country to either Mt Pleasant Rd or Soleares Ave. Also dangerous. 4. Both Heathcote and hill traffic needs to be able to turn towards Sumner. 5. Heading westward, traffic from Sumner and off the hill can't see each other, unlike previously. Road/bank containers have changed. 6. Some sort of traffic slowing/calming from Sumner for traffic, turning left to Heathcote and Bridle Path Rd traffic coming from Heathcote would be safer. They're often travelling like a dose of salts - unnerving for hill traffic. 7. Do 'pre-signals' include a flashing amber option? <p>Settlers Cres route involves uncontrolled right hand turn - tricky</p>
242	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>Option 3 would be a major inconvenience for traffic unable to turn right from Bridle Path towards Redcliffs / Sumner. Some of us do this everyday for travel to work as well as at weekends and evenings</p>

243	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>The original agreed solution was changed without consultation!</p> <p>Option 2 will be better than existing (option 1).</p> <p>The prospect of option 3 is totally illogical and should not be a consideration</p> <p>████████████████████</p>
244	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>This would increase safety at this poorly designed intersection. Option 3 is an a appalling idea. Why stop people coming down the hill or along Bridle Path from turning right? Where are they going to go?</p>
245	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>Its a no brainer and at the meeting last year everyone in the hall, over 100, wanted a light (arrow). People turning left from Sumner is so scary, can't see them.</p> <p>How can you have an intersection with no arrow to go across. Very dangerous.</p> <p>There have been a lot of near misses, you probably don't know about it.</p>
246	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>Leaving it as is - is not a viable option. I have nearly had an accident on 3 occasions coming down St Andrews Hill and trying to get into the city. The traffic from Bridle Path Rd travels very fast but also the traffic from Sumner turning into Bridle Path Rd is extremely rapidly upon you. I know of more elderly and nervous drivers who avoid this intersection completely because you need to have very quick reflexes. We would also like to be able to turn up St Andrews hill from Bridle Path Rd.</p>
247	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>Traffic down Bridle Path Rd needs slowing. Time to cross from St Andrews Rd to left turn into Main Road to tight as cars appear very quickly from both directions.</p>

248	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	It makes good sense to temporarily halt the traffic on Bridle Path Road - to enable the St Andrews Hill traffic to safely cross over and do a right hand turn to go towards Ferrymead Bridge.
249	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>I live in Redcliffs, Having to visit the Mt Pleasant kindergarten frequently I acknowledge the intersection is a difficult one.</p> <p>I consider the best option is option 2. .</p> <p>I am not in favour of option 3. This is because those living in Heathcote and/or anyone coming from the base of the hill or the harbour will not be able to turn right and head east toward Sumner/Redcliffs.</p> <p>I also think that the loss of a smooth right turn could impact the businesses in Redcliffs, Mt Pleasant and Sumner as it will be too difficult to access them.</p>
250	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	I support the no. 2 option at the intersection of Bridle Path & St. Andrews Hill Roads. Please don't close off the right hand turn towards Redcliffs & Sumner.
251	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	
252	Option 1 - Intersection as is	I use this road daily & haven't seen cars banked up on St Andrews rd. Although it isn't the easiest to negotiate mostly I see cars from Bridal Path allow cars from St Andrews to ease in. More lights would be a nightmare & a no right turn to Sumner is counter intuitive
253	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	Option 1 or 2 will both be ok. However option 3 prevents anyone coming from Bridle Path Road to turn Right. There is no viable other route to take, other than a large detour. This is unacceptable. I urge the Counsel to scrap option 3 .

254	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	
255	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>The status quo is dangerous, so a change is needed. No right turn from Bridle Path Rd to Main Rd would create a lot of frustration for visitors and locals alike. By preventing a right turn there would be people trying to get to Sumner & east by doing U Turns somewhere down Ferry Road or Humphreys Drive.</p> <p>Option 2 is the only real alternative which provides access from all directions.</p>
256	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>As a frequent user of bridle path Road turning right onto Main road I have no problem with the current layout but can appreciate the concerns of the mount pleasant users and therefore would support the option 2 installation of further lights.</p> <p>Loss of a right hand turn I believe would create confusion for people unfamiliar with the area (tourist travelling from Gondola to Sumner beach /coastal walkway) and encourage dangerous U turns and cutting back through Tidal View as occurred while the construction works of the existing intersection / bridge where underway.</p>
257	Option 1 - Intersection as is	<p>Can I start by saying I am a frequent user of this intersection, albeit not usually at peak times. Mostly I am going up and down the hill, although not exclusively.</p> <p>I found the intersection layout somewhat strange at first. Change is often a challenge. However I now find it a breeze.</p> <p>I have had to wait at peak times but it would seem to me to never be a very long time.</p> <p>As we have all become used to the intersection, and settled down, other road users are courteous and "happy to let you in".</p> <p>There is a flow that has emerged. I have not encountered irate drivers.</p> <p>In any terms of waiting I believe our wait time is minimal.</p> <p>The PROPOSALS</p> <p>#3 I am against this as drivers coming out of bridle path rd must be able to turn both ways I think.</p> <p>#2 I am wondering whether it would actually change things in real time? and make the difference for the costs that would be incurred ?</p>

		#1Therefore I am happy with the status quo. As is. For me it has worked out fine :) Thank you for the opportunity to feed back to council
258	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	
259	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	
260	Option 1 - Intersection as is	
261	Option 1 - Intersection as is	The intersection as it is, is probably the best solution out of 3 terrible "solutions". This intersection (post reconstruction of the Ferrymead Bridge) is a total debarcle - what a mess! I has not been thought through properly and I have seen numerous near accidents. Leave it as it is before you make a bad situation even worse!!!
262	Option 3 - No right turn from Bridle Path Road	
263	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	
264	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	

265	Option 1 - Intersection as is	<p>More traffic on Bridle Path Rd than STA Hill!!!</p> <p>Upper STA Hill residents have alternatives i.e. up to Cannon Hill Cres and down.</p> <p>Lyttelton people cannot exactly go over the hill to Sumner.</p> <p>STA Hill residents need to learn road rules and get over themselves.</p>
266		<p>There is generally more traffic on Bridle Path Road over a day.</p> <p>Upper STA Hill residents have options i.e. up to Cannon Hill Cres and down.</p> <p>Lyttelton people cannot exactly go over the hill.</p> <p>STA Hill residents need to learn road rules and get over themselves</p>
267	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>I use this intersection most days and have almost been hit by fast traffic from Heathcote on several occasions when entering Bridle Path Rd from St Andrews Hill.</p> <p>(It needs fixing for sure - was the silliest idea ever I think!)</p> <p>Going up the hill, however, is good - so thanks for that bit</p>
268	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	

269	Option 1 - Intersection as is	<p>All of these options are terrible, but leaving it as is the lesser evil. The main build up of traffic only occurs briefly at peak times. The main danger of this current design is actually from traffic (including bikes) turning from main road turning into Bridle Path Road and hitting traffic exiting St Andrews Hill.</p> <p>The second option involving lights would create more waits and frustration and more visual pollution and obstruction from additional poles. I am very concerned that this would lead traffic to consider entering and exiting the hill from smaller side streets (such as te Awakura terrace, which are not suitable for through traffic. (That is exactly what happened when St Andrews Hill was blocked and it created an extremely dangerous situation at places where you cannot see round bends and children are walking on the road due to the absence of footpaths).</p> <p>The third option of not allowing right turning traffic would also lead to unnecessary traffic movement along narrow, windy hill roads and is not appropriate.</p> <p>There surely must be a better option than any of these three!</p>
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270	Option 1 - Intersection as is	<p>(Option 1 with modification)</p> <p>Option 2 - This will eventuate in longer times waiting times coming down St Andrews Hill Rd (i.e. in quiet time you will have to wait for the light to change).</p> <p>Option 3 - Will really annoy drivers coming along Bridle Path Rd wanting to head right out to Redcliffs / Sumner.</p> <p>Option 1 - with a modification. The main problem with the intersection (when coming down St Andrews Hill Rd and wanting to cross the bridge and head into town) is traffic coming along Bridle Path Rd towards Main Rd. Often I begin crossing the give way and someone comes hurtling around Bridle Path Rd on my left and I'm left stranded across both lanes (both direction of Bridle Path).</p> <p>My suggestion: - 1. Have Bridle Path traffic heading to Main Road slow down before coming around that last corner - either by way of 30 kph signs or speed bumps. 2. Put a curved mirror on a pole on the estuary side of Bridle Path Rd so that St Andrew Hill traffic (coming downhill) can see the approaching traffic on Bridle Path Rd before they come into direct sight.</p>
271	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	Safer option for Major Hornbrook Rd residents
272	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	
273	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>Option 2 is the preferred option as it controls the traffic coming down St Andrews Hill Road and still gives a right hand turn to Main Road.</p> <p>Option 3 appears cumbersome and restrictive</p>

274	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>Briliant you are changing this consultation!</p> <p>The present situation is very dangerous and obstructive for St Andrews Road traffic.</p> <p>There is no doubt option 2 is the best compromise.</p> <p>Option 3 would be my 2nd choice but compromises Bridle Path Road users too much</p>
275	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>Glad to see consideration of a more safe arrangement.</p> <p>Cars ROAR up from Bridle Path Rd and often St Andrews Hill Rd traffic will be stuck across middle of road because Bridle Path Rd cars do not allow a space. Ferry Rd cars from Sumner turn into Bridle Path Rd and can be in danger of ramming a car stuck in middle of Bridle Path Rd. Lights a perfect solution.</p>
276	Option 1 - Intersection as is	<p>Option 1 & 2 preferred.</p> <p>I don't have a problem with Option 1 but understand that others may.</p> <p>Of the proposed changes, I think Option 2 is better, as it is very confusing if there is no right turn into Main Rd (for Bridle Path traffic).</p> <p>I remember a public meeting some years ago where I advised that traffic flows are like water - if you allow a right hand turn into Main Road then traffic will use it. Its a pity that St Andrews Hill traffic was prevented from accessing Main Rd as before - especially when there are now two lanes heading west!</p>
277	Option 1 - Intersection as is	<p>Option 1 or option 2 preferred.</p> <p>Strongly opposed to option 3. Expect to want right turn onto Main Rd frequently.</p>
278	Option 1 - Intersection as is	<p>Works for bulk of traffic</p>

279	Option 1 - Intersection as is	I have never had a problem with the intersection as it is if the junction has to be changed then go with option 2. Option 3 would be TERRIBLE for all residents of Lyttelton and Heathcote / Hillsborough, and cause chaos elsewhere as they try to turn around to head east elsewhere
280	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	
281	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	Option 2 would perhaps be the best choice for Heathcote and St Andrews Hill Residents. Turning right has been fantastic so wouldn't want to go back to how it was.
282	Option 1 - Intersection as is	It's got to be fair a lot of people turn right from Bridle Path Road to Sumner. We don't want to be dictated to by a minority up St Andrews Hill.
283	Option 1 - Intersection as is	Definitely no to option 3
284	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	
285	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	While no option is perfect, option 2 seems to most fair and safe. The no right turn option is very annoying for right-turning cars and the current option is very annoying and risky for drivers on St Andrews Hill Road. Option 2 is merely a bit inconvenient for Bridle Path Road cars, and that seems a lesser sin overall.

286	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>I reject Option 3 as this is not viable for us residents living in Heathcote Valley. I play bowls at Redcliffs as do other Heathcote residents, and shop at Redcliffs and Sumner.</p> <p>I acknowledge that the intersection is not appropriate for St Andrews Hill residents.</p> <p>The best option is option 2 as will meet the needs of all</p>
287	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	
288	Option 1 - Intersection as is	<p>A lot of expense of traffic light for an hour day at peak time - all needed courtesy and patients. Intersection works well most of the day and night.</p> <p>Definitely NOT option 3.</p>
289	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	
290	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>This is the only viable option. You can't see traffic coming from Heathcote or Main Road until you are crossing the road by which time there is no-where to go but sit in the middle of the road till the lanes clear.</p>
291	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>I can't see anything wrong with option 1 if everyone is courteous. If we must have change then definitely option 2 is the one.</p> <p>We had option 3 before and it was very dangerous as Bridle Path users would turn left then do a U-turn on the busy road to go back to Sumner. I use that road several times a week and really like what we have but if we need change definitely Option 2.</p>

292	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>We very seldom use St Andrews Hill Road to head into town as we feel it's quite dangerous at times at the bottom of the hill.</p> <p>This means Michael Avenue is carrying a lot more traffic at times because many other hill dwellers feel the same and use it as a cut through. It will be great to get it sorted and option 2 to us will be a definite improvement.</p>
293	Option 1 - Intersection as is	<p>I driver from Heathcote to Ferrymead daily and to have an intersection of traffic lights is mad. To have Bridle Path Rd access blocked for right turning into the Main Rd is also mad. Why not put yellow cris cross lines all the way over and Bridle Path Rd traffic stop there to let cars out as I often do.</p> <p>What is the amount of cars which come down St Andrews Hill compared to the amount using Bridle Path Rd. As before this much 'better' intersection it looks like the Bridle Path Rd traffic will be held up again!</p>
294	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>Residents for 49 years.</p> <p>Option 2 is the most satisfactory solution for St Andrews Hill Rd and Bridle Path Road. At present Bridle Path traffic can turn right on to Main Road. This is a great relief after the left turn required while the bridge was being repaired. That was very frustrating and inconvenient for those travelling from Lyttelton Heathcote and Cannon Hill when wishing to travel to Redcliffs and Sumner.</p> <p>Option 1 would be an alternative but option 3 will provide frustration and annoyance for many years if chosen.</p>
295	Option 1 - Intersection as is	<p>I use this intersection all the time and have not noticed any serious issue. I often let traffic go in front of me to clear St Andrews Hill, it's a matter of good driving manners. Option 2 will slow the traffic flow from all directions.</p> <p>Option 3 is a joke.</p>

296	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	If something has to be done for safety then it should be Option 2. Option 3 shouldn't even be an option. Why should St Andrews Hill residents have more rights to access to travel east than people who use Bridle Path Road. Turning left would mean going all the way round to Humphreys Drive and through Tidal View to loop back round to Sumner. Lots of cyclists turn right here also so would disadvantage all road users. I'd prefer some delay here than to have a no right turn.
297	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	
298	Option 1 - Intersection as is	It is with grave concern that council is contemplating the removal of the right turn option. I would suggest that an equal vehicle user of the right turn are cyclists. They will continue to do so at extreme peril just as they did when the bridge repairs restricted that turn. A fatality is the only sure consequence. Also, it seems illogical to make a change when the best community benefit is; "Delays for traffic on St Andrews Hill Road may be less than presently experienced but there will be slightly increased delays for traffic on Bridle Path Road and Main Road/Ferry Road." The error in planning was not making a free turning 'slip lane' onto the bridge from Bridle Path Road as there had been for the previous 20 years(at least)!
299	Option 1 - Intersection as is	This is a key route to Sumner for many commuters living on the Banks Peninsula and would be very disruptive if it was blocked.
300	Option 1 - Intersection as is	As a Heathcote Valley resident that daily use this intersection in all directions (from Heathcote to Ferrymead and return, and from Heathcote to Redcliffs/Sumner and return) the only problem that I can see within the current traffic signals is that there is no right turn from Bridle Path to Mt Pleasant. It seems to be noisy for some Mt Pleasant residents who are still turning right/up from Bridle Path (even when it is forbidden). None of the alternatives proposed resolve that minor issue. However, eliminate the right turn from Bridle Path to the east will surely generate a big problem not only for Heathcote Residents but also for all the traffic coming through the Lyttelton tunnel heading Redcliffs/Sumner. I think that add more traffic lights is completely unnecessary.

301	Option 1 - Intersection as is	I turn right from bridle path to main Rd on my way from Lyttelton to sumner 3 times a week.
302	Option 1 - Intersection as is	I would not like to loose the turn right signal. I use this intersection regularly and turn right to go to sumner. It would increase my travel time to work.
303	Option 1 - Intersection as is	Very opposed to option 3. When there was no right turn into Main Road during the bridge construction, most people did an illegal right turn anyway as the only other option is a long detour out to Humphreys Drive and then a U Turn anyway. A lot of traffic uses the right turn to access Redcliffs and Sumner.
304	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	I am happy with either option 1 or 2 but am opposed to option 3
305	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	As a regular visitor to Sumner I would find it very disruptive not being able to turn right from Bridle Path Rd.
306	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	As a local resident who uses this intersection daily from St. Andrews hill rd my preferred option is number 2. The status quo is not acceptable. I have had many near misses exiting the hill no matter how carefully I check both ways. It is worse on weekends when there are obviously more road users who don't live in the area.. my observation Isi that there is more traffic coming from off the hill than using Bridal Path Rd.
307	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	The current set up is too high risk. As long as the lights are co-ordinated so that there is flow from the hill, and not too much of a back-up in the mornings, that would be great.

308	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>I live quite a way up Major Hornbrook Rd, and during the week I always elect to leave the hill via the longer Cannon Hill route than straight down St Andrews Hill. I still have to negotiate the intersection so I can turn right on my way to work in Sumner, though. So many drivers coming off St Andrews Hill are impatient and I have had too many near-misses for comfort as I try to turn right. Three mornings in a row, the same town-bound Audi shot out in front of me despite coming from a Give Way, and one morning we nearly collided because the driver had either not seen me coming from Bridle Path Rd or didn't realise until the last second that there was no room for him in the left-turning lane.</p> <p>Town-bound vehicles come off St Andrews Hill without even looking left - many just pull out, and many just stop their vehicles in front of me (and other drivers) meaning I (and others) can't turn right when the right-turning lights are green. I indicate well in advance while I'm on Bridle Path Rd that I'm turning right but drivers coming off St Andrews Hill just go anyway and stop their vehicles in the middle of the intersection perpendicular to the rest of the traffic.</p> <p>There's going to be a bad accident there one day, and it will be because of someone coming off St Andrews Hill and not giving way, or because a right-turning vehicle coming off Bridle Path Rd hits a town-bound car parked across the lane.</p> <p>I have lived in this community for a long time and not one person has said that the current format is good. It's dangerous and was not well-considered. There is nothing to stop cars coming off St Andrews Hill except a usually-ignored Give Way sign, and that's not enough!</p> <p>Thanks for considering my response.</p>
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309		<p>I do not like any of the options.</p> <p>Option 1 does not address the existing traffic hazard.</p> <p>Option 2 will result in further delays exiting from St Andrews Hill Rd.</p> <p>Option 3, while addressing the traffic hazard and not resulting in further delays leaving from St Andrews Hill Rd, is a poor outcome for traffic coming from Heathcote. It will also increase the amount of traffic using the hazardous Ferrymead Tce to get directly to St Andrews Hill Rd without doing the loop around Humphreys Drive.</p> <p>Instead, I think an easier option would be to reduce the speed of traffic coming from Heathcote by putting in a 20km/hr speed limit for a short portion of road just before the intersection with St Andrews Hill Rd.</p>
310		<p>My opinion is that Option 1 would be the better of all but with minor 'twinking' which would be of little cost. I would recommend that a Give Way sign be installed on Bridle Path Road and the Give Way signs on St Andrews Hill are for traffic from the right only.</p> <p>In this way it would create smoother traffic flows off the hill into Main Road yet not compromising or delaying traffic through additional lighting or taking away the benefit for traffic to turn right into Main Road.</p>
311	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	I completely avoid this intersection when coming down the hill, it is dangerous the way it is.
312	Option 1 - Intersection as is	
313	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	

314	Option 1 - Intersection as is	<p>Hi</p> <p>The present solution has resulted in less delays than were experienced previously on exiting St Andrews Hill and getting on to Main Road. There is a lot going on at St Andrews Hill Road/Bridle Path Road intersection when exiting from St Andrews hill but all traffic is at low speed and the risk of a serious accident is low. This was not the case previously when pulling out onto Main Road.</p> <p>Option 2 would appear to be an improvement but I think there are other priorities for our city.</p> <p>Option 3 would appear to be a step backwards.</p>
315	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	
316	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>Support option 2.</p> <p>Option 1, currently Mt Pleasant Road drivers can be impatient and can take risks. Option 3 will leave Bridle Path Road doing extra distance and they will need to meet Ferry road again before the bridge. Where you will end up needing more lights.</p> <p>Option 2 is the most pragmatic</p>
317	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	
318	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>Often we are unable to turn right from St Andrews hill, due to the lane being blocked by bridle path traffic turning right towards Sumner, and the left hand lane is at go and there is nowhere to go. Really annoying. There are some crazy manoeuvres taking place! I myself have been caught in the yellow box, when a speeding driver appeared from Heathcote travelling well over the speed limit, and I had to abandon my manoeuvre, or else get a dent in my car instead.</p> <p>At least if there are traffic lights it will slow down the traffic, and the bridle path traffic will still be able to turn right if they wish to.</p>

319	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>If traffic is unable to turn right east this will result in traffic turning left and then doing a u turn which will result in a traffic hazard, slow traffic travelling west.</p> <p>The right hand turn provides for access to a large amount of traffic and needs to be retained. To restrict the right hand turn would be the same as restricting traffic travelling down St Andrews Hill turning right and only be able to go left.</p>
320	Option 1 - Intersection as is	<p>Many thanks for asking for our feedback around this difficult intersection.</p> <p>The main concern at the moment is with traffic flow in the morning</p> <ul style="list-style-type: none"> - Most of this traffic, both from bridle path and St Andrews Hill is going into town – over 90% - Therefore the priority has to be to give those users the access to Main Road in the morning - However limiting bridle path users access to driving east is not acceptable when there is no clear alternative option <p>I have concerns about the traffic light options suggested.</p> <ul style="list-style-type: none"> - Visually the traffic lights are intrusive, and I think potentially confusing. - Adding four more traffic lights into a small area such as this makes it very hard to tell who is meant to do what. - I am concerned that the sequencing of the traffic lights could lead to significant delay for all concerned - Even the perception of a delay by St Andrews Hill Rd users will have them using other alternatives – such as Te Awakura Terrace. This is not a good through traffic route, people try and drive it at 50kmph which is truly dangerous and terrifying to foot and cycle traffic. Having half the hill tearing down there each morning will cause accidents and injuries which could potentially be fatal. Even pulling out of Te Awakura Tce could cause accidents with cyclists and the speeding Main Road traffic. It is a difficult intersection that people handle poorly. <p>Option 3 is a better option for St Andrews Hill users</p> <ul style="list-style-type: none"> - However I am concerned that having only one lane to use will lead to unnecessary restrictions on the flow out to main road and could cause delays - Removing access to the right turn for Bridle path users is unacceptable as there is no easy alternative for them to get to Sumner apart from going around Cannon Hill, and you would have to be a local to know this – try

		<p>indicating that to a visitor!</p> <ul style="list-style-type: none">- However this option could be improved by<ul style="list-style-type: none">o Modifying the proposed traffic island to have a feeder lane into the right lane for bridle path users wishing to turn right – a explanatory sign before the intersection might be required to explain this. This could be done by having a raised carriageway over the island – acting like a speed limiter – possibly with a give way sign <p>It is difficult feeding back when you don't have an illustration of the current intersection</p> <ul style="list-style-type: none">- My preference would be option 1 with a minor alteration- I suggest allowing both lanes to turn left – thereby creating the capacity to cope with two busy roads worth of users wanting to go into town in the morning- However this leaves the option for either St Andrews Hill or Bridle path users to turn right toward sumner in the right hand lane<ul style="list-style-type: none">o As long as the traffic light sequence is changed to have both arrows going green together, allowing users to turn left or right onto main road at the same time, this option will work well, give better capacity for both roads in the morning going into town and allow all users the option of going to Sumner whenever they want. <p>Thus my preferred option would be keep the intersection as it is, with a minor change to allow turning right onto main road (into town) from both lanes at the lights.</p> <p>I hope that this is helpful?</p>
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321	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>I am writing to express my concerns over the proposed review of Bridle Path/St Andrews Hill intersection.</p> <p>I reject option 3 as this is not a viable option for Heathcote residents and anyone coming from the base of the hill or the harbour as they will not be able to turn right heading east toward Sumner/Redcliffs.</p> <p>This could furthermore effect the businesses in Redcliffs, Mt Pleasant and Sumner as it will be too difficult to access them.</p> <p>I acknowledge that the intersection is difficult for Andrews Hill residents and I consider option 2 to be the best option as this will meet the needs of all.</p> <p>Thank you for your consideration in this matter.</p>
322	Option 1 - Intersection as is	<p>My comments on this intersection are:</p> <ol style="list-style-type: none"> 1. It should have been a roundabout, as originally proposed by some. 2. I use the right turn from St Andrews Hill/Bridle Path Road into Main Road heading east several times a week. I have found it surprisingly satisfactory; my use tends not to be at rush hour times. (I note that care is needed to make sure hat there is enough space to go to, when crossing the south bound lane of Bridle Path Road; and that vehicles turning left onto Bridle Path Road from Main Road are hidden from view until they are round the corner, meaning that THEY have to be careful not to run into you if you are crossing to the north bound Bridle Path Road carriageway. This visibility issue could probably be improved). 2. Extra lights could actually make matters worse. 3. Option 3, remove the right turn from Bridle Path Road is not an option. The whole intersection was re-designed to provide the right turn, after an earlier attempt to remove it! <p>(The whole intersection design problem comes partly from having your Opus design team based in White Horse, Yukon, Canada).</p>

323	Option 3 - No right turn from Bridle Path Road	<p>1. Love the new bridge. It took an interminable amount of time to complete to the frustration of all the residents but it is great.</p> <p>2. Love the landscaping around the area too. The selection of native plants is wonderful. Great mix of textures and colours and works well in the coastal environment. If we can keep the weed plants from the hillside from invading it it will get better and better with time. Well done.</p> <p>3. The intersection change has been a source of concern ever since locals learned of the change and it should never have been allowed to be done. Option 1 is out for me - it is dangerous. It has to be improved. Option 2 is a just ridiculous number of traffic signals in a small area - so no way!!</p> <p>4. Option 3 if I am reading it correctly, and it still allows exit from St Andrews Hill Rd to Main Rd, seems the only viable alternative. But this still means you feel like you are taking your life into your hands crossing Bridle Path Rd - Looking for left and right turning traffic off Main Rd. Can you also make a No Left Turn from Main Rd to Bridle Path Rd. I very nearly collided with a cyclist here soon after the intersection was opened - his fault, he did an illegal left turn on a red light onto Bridle Path Rd while I was turning right off the bridge and heading for St Andrews Hill rd. He was millimeters from ending up over my bonnet.</p> <p>So Option 3 but I still think you need to work through some issues with it. Its now a dangerous intersection and it wasn't before.....</p>
324	Option 1 - Intersection as is	<p>Prefer option 1 & 2</p> <p>Not being able to turn right from Bridle Path Road is a hassle. It forces you to go around Tidal View - turning right in to there can be dodgy and its really not an ideal route.</p> <p>Strongly against option 3!</p>
325	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	

326	Option 1 - Intersection as is	<p>Mt Pleasant seal has deteriorated</p> <p>1. We want to be able to safely and quickly turn left and right from Bridle Path Road to Main Road intersection. It's working for us at the moment.</p> <p>Alternatives are just a waste of our rate payers money and we would be horrified if you spend any more of our \$'s on this intersection - enough!!</p> <p>2. I would like you to ensure the edges of our Hill Roads are cleaned for our cyclists to safely ride and gutters are cleaned to prevent flooding and polluting our water ways especially Billy's Track and Mason Hornbrook intersection</p> <p>3. Also walkways especially between Mt Pleasant Road and Muritais - clear weeds, over hanging braches and dead branches.</p> <p>Thanks for listening</p>
327	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	
328	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>Option 3 would be better for us, but extremely inconvenient for anyone travelling from Heathcote to Sumner.</p> <p>It would have been the preferred option if the roundabout at the Humphreys Drive intersection had been built as originally planned.</p> <p>Option 1 (Status Quo) is not viable.</p> <p>We have seen many near collisions, and only wariness on behalf of locals has prevented accidents.</p>

329	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	Option 2 will slow the Bridle Path Road traffic down and will allow St Andrews Hill Road traffic safe passage on to Bridle Path Road
330	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	Not satisfactory at the moment
331	Option 1 - Intersection as is	We find the intersection layout (option 1) perfectly adequate as is. We have never had any problem since we have been using the layout. Like everywhere just a little patience is required. The very last thing we require or need on this intersection is more traffic lights
332	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	Option 2 seems to be the most effective and fair situation.
333	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	To me, and all I have spoken to, the only viable option.
334	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	
335	Option 1 - Intersection as is	I finally got used to it and hope there will not be any accidents. Option 2 is my second choice. Small roundabouts are a menace.

336	Option 1 - Intersection as is	<p>I cycle and travel by car from Horotane Valley to Redcliffs and Mt Pleasant several times a week and travel via Bridle Path Rd to avoid traffic. When cycling I must use this road as I can't use tunnel Road on a bike.</p> <p>The current intersection works well. The signals are clear and traffic move accordingly. This is extremely important, particularly when cycling.</p>
337	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>I frequently use St Andrews Hill Road to convey a friend (elderly) for shopping, medical and other appointments - at least three times a week.</p> <p>Option 2 is the one I favour, having previously lived on Mt Pleasant for over 25 years. Option 2 is great for Bridle Path users too,.</p>
338	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>Other than completely redesigning the road obviously at great cost Option 2 seems to be the only solution.</p> <p>Having discussed the options with others it seems that those who have voted for option 1 do not or very rarely use St Andrews Hill - re those at lower end of Cannon Hill Road and the like of those from Heathcote.</p>
339	Option 3 - No right turn from Bridle Path Road	<p>I have lived on Mt Pleasant since 1971.</p> <p>My concern currently is that probably a dozen times I have been caught either coming down St Andrews Hill Rd or going up by vehicles coming from Bridle Path Rd turning up into downhill lane of St Andrews Hill. I have found myself having to back up the hill to avoid a collision when coming down and similarly coming from Ferrymead turning up hill braking to miss vehicles cutting across (often tradies).</p> <p>Also replace give way with Stop sign to make drivers think before crossing and sitting in middle of road.</p>
340	Option 1 - Intersection as is	<p>Leave as is, works ok, a job well done and FINISHED!</p> <p>Save your money towards ONGOING OR NEW PROJECTS!</p> <p>There is no need to change or modify.</p>

341	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	Waiting at the give way sign at the bottom of St Andrews Hill Road one has to be very wary of the traffic turning left from Main Road into Bridle Path Road as there is very little distance from the corner to traffic coming off the hill. This is very dangerous.
342	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	Allows St Andrew Hill traffic to get much safer than hit and miss now.
343	Option 1 - Intersection as is	Seems to work ok. We often pass through this intersection
344	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	I think option 2 makes the intersection safe and still allows access to the east.
345	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	I have lived on Mt Pleasant for many years and have seen changes to the bridges and roading over this time. At the moment the intersection is dangerous. I travel this route daily and have seen plenty of near misses. This road is a bus route and there are many contractors trucks, vans etc working on E/Q repairs which add to the danger. Traffic lights would help so I recommend option no. 2.
346	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	The current system is unsafe as I have found on a number of occasions cars coming down from St Andrews Hill Road either haven't seen or misjudged the speed of my car coming along Bridle Path Road, have not given way, and have pulled out in front of me. Sometimes cars from St Andrews Hill Road get stuck across the road on the yellow lines when they try and get in behind cars already stopped waiting to turn left from Bridle Path Road onto the bridge. I have also seen a car come down ST Andrews Hill Road and go into the uphill part of the road to go across Bridle Path Road instead of staying in the left lane and going to the give way sign onto Bridle Path Road. New traffic signals would be safer for everyone. I oppose having no right turn from Bridle Path Road as I go to Sumner most days to walk my dog, shop or have a coffee and it was a pain having to go left then right around the estuary. Sometimes it was not easy to turn right opposite The Watershed and then at busy times it was not easy to join the traffic going over the bridge towards Sumner.

347	Option 1 - Intersection as is	travelling off-peak, both to and from the hill, via this intersection, is tricky but safe if you keep your wits about you. i'm ok with it as is, add lights if you must, but please DO NOT stop the right turn - this would result in more traffic heading over to mt pleasant rd (to turn to sumner redcliffs taylors or maccormacks bay) via the hill, and directly past the school gate, making it more difficult and dangerous for kids to walk/bike to and from school. also, the hill roads are old and already straining under the weight of the rebuild traffic. finally, there are limited footpaths so more traffic makes it more difficult to cross on the dangerous blind corners.
348	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	
349	Option 3 - No right turn from Bridle Path Road	Being residents of St Andrews Hill Rd Option 3 is preferred with Option 2 no doubt preferred for Bridle Path Rd users. All Options presented are compromises to solve a flawed traffic engineering design. In our opinion St Andrews Hill Road should still join Main Road instead of being altered to join Bridle Path Road. This has caused the following problems, very small queuing space for traffic from St Andrews Hill Rd while waiting at the lights to join Main Rd, dangerous with traffic coming fast turning from Main Rd into Bridle Path Rd and traffic coming fast from Bridle Path Rd travelling towards Main Rd. There is general confusion, on 2 occasions while returning from the city turning from Main Rd into Bridle Rd then turning left to go up St Andrews Hill we have been confronted by a vehicle coming towards us on the wrong side of the traffic island [no doubt expecting to turn right into Main Rd]. Vehicles often turn right from Bridle Path Rd & go up St Andrews Hill Rd. Action needs to be taken rectify this badly designed dangerous intersection asap.
350	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	I feel option two is the best solution for everyone. At peak traffic times I currently avoid the intersection due to safety reasons.
351	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	

352	Option 1 - Intersection as is	<p>I prefer Option 1 as it is the simplest and is operating satisfactorily.</p> <p>Option 2 would increase delays to all traffic and provide the confusion of two sets of lights only a few metres apart.</p> <p>Option 3 is totally unacceptable as about one third of the traffic turns right into Main Rd. The alternative of driving another km and going through two additional sets of lights and creating a hazard at Tidal View Rd is completely ridiculous. We spent several years doing this during bridge reconstruction and it was frustrating and dangerous.</p>
353	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>We live on Marama Crescent and find the current situation extremely dangerous. It's a bit of a 'go and hope' each time through! Thank you for considering a change. Number two makes sense.</p>
354	Option 1 - Intersection as is	<p>I am a daily user of the Bridle path road and it is fine how it is - not being able to turn right there would be a complete disaster, taking us back to post-earthquake days of driving frustration. Please don't do this!</p>
355	Option 1 - Intersection as is	<p>Option 1 is the best. Option2 is far too many signals and expense for very little return</p> <p>Option 3 is the worst. Everyone in the valley is delighted with being able to turn right onto the main road to Sumner again having to go left and turn around to come back is dangerous, we saw many near misses and lots of dangerous driving during those months when we had to do this. That is more dangerous than the plan as it is now, and to change it would. Be a huge expense and disruption for very little gain. And any gain would at the same time, cause the opposite to so, me others. Leaving it as it is the best option by far.</p>
356	Option 1 - Intersection as is	<p>I travel every day, through this intersection, coming down Bridle Path Road and turning left onto Main Road and returning home turning right off Main onto Bridal Path. A sign, asking motorists traveling down Bridal to the intersection with Main to be patient and allow traffic from St Andrews to turn right down onto Bridal would be useful.</p> <p>If the interval for left turn out of Bridal Path was made longer, or if the interval for turning right off Main Road onto Bridal was not at the same time as the left turn out of Bridal then the more cars could get out of St Andrews Hill.</p> <p>Please please please do not remove the right turn option out of Bridal onto Main.</p>

357	Option 3 - No right turn from Bridle Path Road	<p>Thanks for all you work on this. I have sent our vote In as option 3 although I think option 2 will be the so called winner</p> <p>I took option 3 as from where St Andrews hill or Mt Pleasant residents are concerned we would hardly ever need to turn right toward Sumner from BPR onto main Rd.</p> <p>Not to do anything is not an option, it is a really badly thought out intersection and I battle with that turn every day with cars all over the place making the journey north. This is where I think that we should not have to go through two sets of traffic lights in short succession. Ie; 1; from St Andrews hill Rd and 2; from Bridle Path Rd (BPR) left onto main Rd.</p> <p>Any clarity on the light and their sync set up would be appreciated.</p>
358	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	
359	Option 1 - Intersection as is	<p>Seems to be working well. I am always happy to leave a gap for cars to come across from St Andrews Hill Rd.</p> <p>My 2nd choice would be option 2</p>
360	Option 1 - Intersection as is	<p>I reject option 3 as this is not a viable option for Heathcote residents and anyone coming from the base of the hills or Lyttelton Harbour, as they will not be able to turn right heading east toward Sumner/Redcliffs. Although this may alleviate some of the issues relating to traffic entering the intersection from St Andrews Hill Rd, it will simply create a different problem/set of issues.</p> <p>A potential flow-on effect may also be a negative impact on businesses in Redcliffs, Mt Pleasant and Sumner, as for many it will be too difficult to access them because of the need to double back to Ferrymead before being able to head east.</p> <p>I acknowledge that there are some issues/difficulties for St Andrews Hill residents at the intersection as it currently is. However I suspect that many of these issues will be alleviated in the long-term, as the extensive</p>

		<p>earthquake-related rebuilding and repair work on St Andrews Hill and Mt Pleasant houses, and associated increased traffic, tapers off.</p> <p>I consider the best option is to retain the status quo, or if a change must be made, then option 2 is far preferable to option 3.</p>
361	Option 1 - Intersection as is	<p>It works well as it is - very well.</p> <p>I was sceptical when the current set up was proposed but think it works perfectly. There is very rarely more than one or two, if any, cars kept waiting on St Andrews Hill Road by traffic on Bridle Path Road.</p> <p>The ability to turn right on to Main Road (from Bridle Path Road) is critical in my view and removing that will create problems for Sumner bound traffic</p>
362	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>Due to poor planning (which even untrained residents told the planners why the new layout would not work) traffic exiting St Andrews Hill has to:</p> <p>a) make a dangerous left turn with cars from Main Road turning into Bridle Path Road, or</p> <p>b) crossing into the North bound side of Bridle Path Road from St Andrews Hill Road when traffic is light, otherwise it becomes impossible. Very poor planning which even lights (my choice) may not fix.</p>
363	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>While I am happy with the intersection as is, the perception of danger for elderly or unconfident drivers probably makes option 2 the best solution.</p> <p>With the possible cul-de-sacing off Tidal View, Option 3 is a non starter.</p> <p>PS: Could the right turn red arrow on Main Road be turned off after 30 seconds so a turn can be made when there is no traffic.</p>
364	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>Went to meeting Feb 1st - very well explained!!</p>

365	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	Option 2 is the best of the 3 options offered. If access to right turn into the Main Road is prevented, other roads will be used i.e. The Brae, Te Awakura Tce and Mt Pleasant Road. None of these have lights and therefore would carry unnecessary risk.
366	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>1. Option 1 is not acceptable. if the current layout is retained at the very least the no stopping zone in Bridle Path Rd needs to extend over the right turn lane to allow St Andrews Hill Rd traffic into the intersection AND traffic in Bridle Path Rd needs to be slowed down to increase effective sight time from St Andrews Hill Rd.</p> <p>2. Option 3 is not acceptable. it effectively cuts off any safe route from Heathcote to Sumner/Redcliffs. The alternatives to use Settlers Cres or the Countdown carpark to make the right turn are unsafe.</p>
367	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	Am not happy at all with option 3
368	Option 1 - Intersection as is	
369	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>Option 1 is dangerous crossing from St Andrews Hill Road and traffic banks up.</p> <p>Option 3 - too restrictive</p> <p>Therefore we believe option 2 is the best option</p>
370	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>Option 2 is the only one which would fix the problem of cars coming down St Andrews Hill Rd not having enough clear vision distances at the give way sign to give way to traffic from left and right to get across the intersection in time.</p> <p>At the present time we have to rely on drivers coming along Bridle Path Rd to give way to us as we are into the intersection when they appear from our left!</p>

371	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	Option 2 is only sensible solution to fix the existing dangerous layout
372	Option 1 - Intersection as is	<p>* I would see it as a HUGE waste of money to change this intersection from how it currently is. It works fine now!</p> <p>* Option 3 is unfair for all traffic coming up Bridle Path wanting to head east. Also option 3 does not favour St Andrews Hill traffic when Main Rd traffic turning right onto Bridle Path Rd.</p> <p>* There will always be some unhappy people with the outcome!!</p>
373	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	This intersection as it at present is very dangerous! We have had several close encounters as we have come down the hill to make a left hand turn over the bridge
374	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>As per my attached page if there were warning lights back down Bridle Path Rd to advise traffic is building to slow cars down.</p> <p>A dedicated area for cyclists to wait for right turn.</p> <p>Remove existing traffic lights / poles as per attached to stop confusion</p> <p>Please see TRIM 17/120984 for attached</p>
375	Option 1 - Intersection as is	<p>Option 1 with two left turn lanes.</p> <p>Reduce size of island - see attached.</p> <p>Bridle Path intersection:</p> <ol style="list-style-type: none"> 1. Two left turn lanes is essential 2. Change sequence of lights <p>Allow cars turning right out of Bridle Path Rd to go first with the left turning traffic, this will allow St Andrews Hill Rd traffic to get across before cars turning right out of Main road are crossing St Andrews. If there is no</p>

		<p>traffic turning right from Main Rd of course this does not apply.</p> <p>3. Mark yellow area for no parking on the St Andrews intersection</p>
376	Option 1 - Intersection as is	<p>The 'have your say about ... ' information leaflet on the subject issue, makes no explanation of what the actual safety issue is that has prompted this 'have your say about ...' survey.</p> <p>For my full response please refer to my letter addressed to Ann Campbell dated 26 January 2017. (already entered as a submission)</p> <p>Letter from 1 February 2017: Thank you for the clarification on the two points I raised.</p> <p>Having now looked at the "safety concerns" that have been expressed, I would like to add a further option that might address all of these and also retain the current very effective intersection layout. I will refer to it as Option 5 since I had an Option 4 recorded in my initial Ref/B/ letter.</p> <p>Option 5 - Insert a mini roundabout on Bridle Path road approximately where Ferrymead Terrace enters Bridle Path Road. (Bridle Path Road is quite wide at this point) Extend existing traffic island at the Main Road end of Bridle Path Road, south such that it prevents right turns from St. Andrews Hill Road onto Bridle Path Road. The minor volume of traffic coming off St Andrews Hill Road would then always turn left onto Bridle Path Road and travel approx 200m along to the mini roundabout where they will have right of way over north bound Bridle Path Road traffic and they can then travel back to take either the right or left turn option at the St Andrews Hill Road/Bridle path Road/Main Road intersection.</p> <p>Schematic attached for reference. Note that this is not to scale and is simply a sketch to illustrate how it might assist with the safety issues as you have outlined. It would probably mean poaching a very small piece of the Ferrymead Reserve for the roundabout - but the positive on that front is that perhaps provision could be made for two or three car parks just off the roundabout for people wanting to use the reserve as currently no parking provisions exist.</p> <p>To be honest I don't really agree that those are real safety issues - certainly nothing compared to the old</p>

		<p>situation, but I hope the above along with my schematic is food for thought.</p> <p>Please see full submission and diagram in TRIM 17/120355</p>
377	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>As a frequent user of this intersection; I recommend adoption of Option 2.</p> <p>Reasons:</p> <p>The current situation is surely unsafe and creates unnecessary queues on both Bridle Path and St Andrews Hill Rd.</p> <p>Option 3 would see significant lane changing for St Andrews Hill traffic needing to change left on or just over the bridge to enable entrance on to Ferry Road (that would cause hold ups to the main flow) which is ok at present on Main Road, and of course likely to increase.</p> <p>For the above reasons, I see Option 2 - as the only noble solution in order to maintain safety.</p>
378	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>Am avoiding that intersection because of crossing the road to get in to left hand lane</p>
379	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>The current intersection is very dangerous as drivers on St Andrews Hill Rd need to check traffic movement from three directions:</p> <ol style="list-style-type: none"> 1) The bridge 2) From Sumner 3) From Heathcote <p>Large vehicles - the bus, trucks, vehicles with trailers - cannot turn into the left turning lane.</p> <p>It is hard to believe that this intersection was deliberately created like this.</p>

380	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>Traffic lights is the only safe option for people on Mount Pleasant.</p> <p>At the moment you have to look 4 ways at once. To the right for traffic turning off Main Road, half right for Ferry Road, left for fast traffic off Bridle Path Road, and then across to see if there is room in the lane. By then you need to do the whole process again.</p> <p>As a frequent user I am very frightened at the moment.</p>
381	Option 1 - Intersection as is	<p>As someone who lives in Heathcote, for years and years we have had a dud deal. It is FANTASTIC now. Definitely not option 3 - we had that post quakes and was terrible.</p> <p>St Andrews Hill people have not got a bad deal and they are just not used to having to wait a couple of minutes (at most) - I remember sometimes waiting over 10 mins to get into traffic.</p> <p>* We ██████████ feel very strongly about the potential to change the current layout.</p> <p>* Having lived in Lyttelton for about 20 years prior to the quakes and now in Heathcote - residents from this side of the Main Road have had a raw deal FOREVER (prior to the current layout). Now that we have finally had a road layout that does not cause major delays to residents travelling along Bridle Path Road to the Main Road (either direction) - I discover that there may be a further change. I remember sometimes waiting 10 minutes trying to come from Bridle Path Rd Rt into Main Road (either direction). The St Andrews Hill cars would just glide on through with hardly a delay (but causing cars in Bridle Path Rd huge delays with the Main Rd traffic too). And the traffic would back up all the time with cars waiting to turn in either direction into Main Rd - it was so frustrating.</p> <p>- St Andres Hill Residents have still got a great intersection in the current layout. I use it everyday and rarely see any backlog of cars or delays in getting through a green light - and that is at various times of the day including early morning traffic. Its current layout is fairer on EVERYONE. It frustrates me that a vocal lot obviously from St Andrews Hill can prompt a potential change in the current layout.</p> <p>- I would like to emphasize OUR PREFERENCE FOR THE CURRENT LAYOUT. A lot of traffic uses Bridle Path Rd. It would be unfair to these users to change the layout.</p>

		<p>- We are VERY AGAINST OPTION 3 - No Right hand turn from Bridle Path Rd. This would be a HUGE STEP BACKWARDS!</p> <p>Please be fair to EVERYONE using this intersection - not just a few.</p>
382	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	
383	Option 1 - Intersection as is	why is it that its even being looked at when its working and theres been no accidents and the traffic flows
384	Option 3 - No right turn from Bridle Path Road	The no right turn would be an inconvenience to a few, but would be a vast improvement for safety for all.
385		<p>For me an off peck user coming out of St Andrews Hill Rd is not my biggest gripe. I get a good view of traffic on Main Rd when coming down St Andrews Hill Rd and not having to wait behind other cars at the bottom (mostly) can cross the intersection without a problem(mostly). In saying that a wider island in the middle of Bridle Path Road would be handy so you only have to really worry about traffic on one side of Bridle Path Road at a time.</p> <p>I would like the council to consider use of this intersection outside peck times. I often sit in the right turn lane on Main Rd (heading east to go south) waiting for the lights to change, No car coming from the east. By the time the lights have changed there are cars that have to stop to let me a single car turn right, please turn the stop turn arrow off at times of low traffic flow.</p> <p>I must add I had no problem with the old layout having travelled through it for 50 years.</p>
386	Option 1 - Intersection as is	

387	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	
388	Option 1 - Intersection as is	<p>I travel through these intersections 4-5 times a week. I cross Ferrymead bridge going east and west daily. I seldom see any traffic coming from St Andrews Hill turning right into Bridle Path Road, even at times when other nearby roads are busy. When I have travelled from St Andrews Hill to Bridle Path Rd I have not found it difficult to cross the intersection.</p> <p>I would support a change to Option 2 if there was a significant increase in traffic coming off St Andrews Hill. In comparison turning off Main Rd Redcliffs into Taupata St, or out of Taupata St to go east or west, is more difficult and time consuming.</p>
389	Option 1 - Intersection as is	
390	Option 1 - Intersection as is	
391	Option 1 - Intersection as is	What would be gained by Option 3 - none I suspect except to delay travel to the Main Road.
392	Option 1 - Intersection as is	We do not think the amount of traffic coming down from St Andrews Hill Road is a large number and so therefore a change to the present intersection system is unnecessary
393	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	
394	Option 1 - Intersection as is	
395	Option 1 - Intersection as is	
396	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	Option 2 would be safer for the cars coming off St Andrews Hill, at present they have to push into the flow from Bridle Path Road

397	Option 1 - Intersection as is	<p>Option 1 & 2 preferred</p> <p>2 Adults in this house.</p> <p>1x wants Option 1 Option 2 wanted by the other adult</p>
398	Option 1 - Intersection as is	<p>Never had a problem turning from St Andrews Hill on to Bridle Path.</p> <p>Just need to be alert to left turning traffic, traffic on Bridle Path have always let me across</p>
399	Option 3 - No right turn from Bridle Path Road	
400	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>Either option 1 or 2 would work for me personally. However, I have seen the difficulty for cars driving down from St Andrews Hill at that intersection that's why I've chosen Option 2</p> <p>Definitely we don't want option 3</p>
401	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>Option 1 or 2 would work for us personally.</p> <p>Definitely we don't want option 3.</p>
402	Option 1 - Intersection as is	
403	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	
404	Option 1 - Intersection as is	

405	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	
406	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	Option 2 is favoured as it gives Heathcote and Lyttelton folks a right turn to Redcliffs supermarket and Sumner
407	Option 1 - Intersection as is	
408	Option 3 - No right turn from Bridle Path Road	<p>Hello Ann, I have emailed you on this.</p> <p>This is a very badly thought out intersection from the start.</p> <p>My thought is the option 3 as I don't feel as a north traveller one should not have to go through 2 sets of traffic lights in short succession, unless they coordinate in sync.</p>
409	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	Drivers coming downhill on St Andrews Hill Road cannot see traffic coming from Port Hills Road. If they are coming fast we get caught in the midst of turning. Option 2 is really the only viable option to improve safety. We need lights!
410	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>I would prefer the status quo or Option 2.</p> <p>If Bridle Path Road traffic - which feeds through from Lyttelton and Heathcote, plus some parts of Mt Pleasant - cannot turn R into Main Road. Traffic wanting to go to Redcliffs and Sumner must find another place to turn somewhere to get back into Main Road heading east. I'm not aware of exactly what the safety issues are.</p> <p>Perhaps there could be a sign on Bridle Path Road saying 'prepare to allow St Andrews Hill traffic into the intersection' or such like.</p>

411	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>Both the members of our family prefer Option 2 because turning FROM St Andrews Hill Rd - right towards shops is usually impossible due to the build up of traffic currently doing the same thing blocking access to the BP Rd exit on to the turning lane on the bridge. The lights would be set-back on BP Rd - so traffic exiting St Andrews Hill CAN make safe choice.</p> <p>I do feel the engineers had every chance to address this when people registered concerns before it was completed - this time please get it right.</p> <p>Dangerous - buses cause chaos due to their speed and length.</p> <p>PS: Why are the small buses not being used on the hill instead of huge empty buses?</p>
412	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>I think this is a wasted opportunity for a nice big roundabout which would have allowed continuous traffic flow from all directions.</p> <p>The current solution is dangerous, however, could also be mitigated by reducing speed limit on Bridle Path Road to 30 km/h</p>
413	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>The Junction is dangerous as it is. The road should have merged onto the Main Rd as it did before.</p> <p>It is unfortunate that money has been misspent and wasted on a design that was never going to work.</p> <p>If the light phases could be related to the traffic flow number that would help keep the traffic moving.</p>
414	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>NB: This exercise should have been done prior to the works starting.</p> <p>If drivers were a little more courteous then Bridle Path Road drivers would allow St Andrews Rd drivers in as required - this is a commentary on ALL NZ driver viza-viz European</p>
415	Option 1 - Intersection as is	<p>I feel it is perfectly self-explanatory!!</p>

		<p>1. Far too much traffic traversing from Bridle Path Rd to warrant stopping right - turning traffic to Sumner. Polite drivers always permit right-turning drivers from St Andrews Hill Rd to move into line</p>
416	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>I am totally AGAINST option 3 which precludes the right turn from Bridle Path Rd to Main Rd. While bridge build was in process this restriction was a major inconvenience to traffic rom Bridle Path Rd, Cannon Hill Crescent and St Andrews Hill Rd.</p>
417	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>To allow for a right turn into St Andrews Hill Rd ex Bridal Path the island needs to be removed or drastically reduced (eastern end).</p> <p>Currently residents in St Andrews Hill have a 3 km detour to get to their homes. The removal of the island may be possible with the installation of the lights in option 2</p>
418	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>This intersection of roading is very much in need of re looking into.</p> <p>I have nearly had an accident when I haven't seen traffic coming around from the right into the Bridle Path Road as this is quite a blind spot when travelling down St Andrews Hill.</p> <p>My option is for traffic lights at the bottom of this hill.</p>
419	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>The difficulty with present arrangement is: trying to observe traffic while descending St Andrews Hill Rd with object of turning to city bound lane.</p> <p>This 'observation' involves looking both ways and for slow observers (old?) means that fast moving traffic (from Heathcote and those turning left into Bridal Path from Sumner to Christchurch lane) makes the manoeuvre hazardous.</p>
420	Option 1 - Intersection as is	<p>For years (before the current traffic lights) travelling to Sumner from Heathcote was a right pain because of the difficulty turning right from Bridal Path Rd into Main Rd. The current lights have fixe this.</p> <p>Option 3 would reinstate a problem that has been solved, which would be a huge backward step.</p>

		Option 2 would also penalise Bridal Path Rd traffic when the REAL problem is the short piece of road between St Andrews Rd and the traffic light.
421	Option 3 - No right turn from Bridle Path Road	Hi. We don't need more traffic lights. C is the perfect option. No reason why Heathcote traffic cannot go down motorway to Sumner or pop over Cannon Hill and down Mt Pleasant Rd.
422	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	"It must be fair! for every user". Having lived on Mount Pleasant i.e. St Andrews Hill for the past forty years, I never thought the day would come when being able to exit the hill via St Andrews Hill Road would be like playing 'Russian Roulette'. It is very dangerous and the layout very unfair for those who have to use this road. I would strongly urge the Council to make the right decision and choose option #2. I do know there is a faction who are going to try and swing this for option #1 to advantage those travelling from Sumner and Redcliffs. Please check details of addresses etc carefully to make sure there is no rigging. Thank you
423	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	The intersection as it is I find extremely poorly designed for the safety of all that use it EXCEPT for those using Bridle Path Rd who take little notice of anyone trying to get off the hill !! Thankfully I don't have to use it often.
424	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	Cheaper version of Option 2: Put a give way or stop sign for Bridle Path Rd traffic entering the intersection. Traffic in MJHB Rd would then only have to give way to traffic in the right. The intersection would work as if it were a round-a-bout.

425	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>We would prefer the intersection be left as is but unfortunately this does not fix the problem caused by impatient drivers pushing into the line of traffic - and then left blocking the east bound lane of Bridle Path.</p> <p>A set of lights on St Andrews Hill Road will stop this; and pre signals on Bridle Path will allow a gap.</p> <p>Therefore option 2 is the best resolution.</p>
426	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>I do not travel through this intersection every day and have not experienced any issues with the current layout. I do travel through it about once a week and rely on a right turn to Sumner.</p> <p>Therefore I definitely OPPOSE option 3. If there are safety concerns the option 2 is the best choice.</p> <p>If Sumner traffic from Bridal Path Rd had to turn left, then go around Tidal View, it would cause other issues and need further road upgrades</p>
427	Option 1 - Intersection as is	<p>Install signs down Bridle Path Road towards Heathcote encouraging traffic to merge with St Andrews Hill Rd traffic.</p> <p>Don't want option 3 - no right turn to Main Rd as this just creates another traffic issues.</p> <p>Don't want option 2 - as further complicates traffic flow. e.g. if wanting to travel down Ferry Road, will need to change lanes quickly etc</p>
428		<p>START AGAIN before someone gets killed.</p> <p>All options crap - not addressing the problem.</p> <p>The new intersection is a disaster waiting to happen - world's worst intersection.</p> <p>It will only get worse as traffic density increases. I've lived up here 65 years and the old intersection was great - the Mt Pleasant people only had the Sumner traffic to worry about. The Heathcote people had all the traffic to worry about - you can't please both.</p>

		<p>There didn't use to be a pedestrian crossing, but that could be added somewhere - it was never a problem in the past.</p> <p>I suggest you look at old photos and study them - they were very successful.</p>
429	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	
430	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>Hi</p> <p>We oppose option 3. We have no preference for either option 1 or 2. Either would be fine.</p> <p>We oppose option 3 since as residents of Redcliffs this would impact our decision to use various services located in Heathcote, since returning home would require us to use an alternative route, causing additional inconvenience. Specific services we regularly use are: Ferrymead golf, Aramaunga Baxters Flowers, The Gondola.</p> <p>Another important issue we have with Option 3 is that it may cause some drivers to try and attempt an illegal right hand turn, which is a risk to safety.</p> <p>Thanks and regards.</p>
431	Option 1 - Intersection as is	<p>It works well, theres a few times when traffic is built up but the lights change so regularly thats its never an issue. I turn right a lot after coming off that hill so not having that right hand turn there would be a major inconvenience.</p>

432	Option 1 - Intersection as is	<p>Option 3 is completely silly - as it would create a huge detour for many people coming through or from Heathcote and Lyttleton and for those looking for scenic route to Sumner. This would not be offset by the benefits to those coming from St Andrews Hill.</p> <p>Option 2 is going to create hold-ups for the same people as above - again all for the benefit of a few rich and influential people living on the hill.</p> <p>Option 1 - there is nothing wrong with the intersection as it is. There is usually no more than 2 or three cars waiting to exit from St Andrews Hill and the traffic lights create opportunities for them to exit.</p>
433	Option 1 - Intersection as is	<p>I use this intersection most days. The intersection is very very odd ... but strangely it does seem to work Ok in the most part. I drive to work at about 0735 and come back through at about 1800 and I don't really find a problem.</p> <p>There are a few points worth considering ...</p> <ol style="list-style-type: none"> 1) I don't really see a safety issue as such ... it is a controlled intersection (lights and give way)however the strange layout can be confusing to new users and it is sometimes necessary to make a quick maneuver to get across to head into town (works well coming home on the green arrow). 2) I don't really see an impediment or safety problem for cyclists. I am a cyclist too, and it works fine to make a left turn and getting over on a right turn is just a matter of giving way (or course). 3) This is an important route off the hill and I often use this route to go to Sumner as all other options require much more difficult right-turns to cross an intersection (without traffic lights. e.g. using Mt Pleasant road to go to Sumner is particularly difficult as we have to cross three lanes of traffic and this can take a long time in busy flows. 4) Option 3 is quite good for us ... but I am not sure that it is fair to restrict the right turn off Bridal Path road as there are no other practical direct routes to take (I am not sure how people in the Valley would be expected to get to Sumner?). 5) I am not sure the lights in option 2 would really add much. I suspect they would negatively influence overall deficiency of the intersection.

434	Option 1 - Intersection as is	<p>Happy with the intersection as is. Good that it backs people be more cautious coming down St Andrews Hill Rd. Would be good to have a sign on Bridle Path Road prior to approaching the intersection asking traffic to "slow, busy intersection a head". This would help give more time to cross the intersection from St Andrews Hill Rd (turning Right) as sometimes you can get caught in the middle of the intersection if someone comes fast from Bridle Path Rd.</p> <p>With regards to Option 2. this would be my second choice. However my concern with that option is traffic backing up St Andrews Hill Rd. This could be dangerous for cyclists particularly as traffic would back up past the flatter area to the steep road making it harder to stop, especially if unexpected because you cant see queue in sufficient time or that lights have changed around the corner.</p> <p>Option 3 would reduce connection with Heathcote community. I don't want that option at all.</p>
435	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	Option 2, in my opinion, is the safest and offers the least congestion on St Andrews Hill Rd/Bridle Path Rd intersection
436	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	
437	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	
438	Option 1 - Intersection as is	<p>Two reasons, firstly the intersection is actually working fine as it is - it does appear an illogical design but I never have an issue with undue delays.</p> <p>Secondly no right hand turn from Bridle Path Rd appears to be an undesirable option that will simply force traffic off St Andrews Hill Rd down some of the smaller and less practical streets such as lower Te Awakura Tce, or The Brae neither of which are designed for heavy traffic.</p>
439	Option 1 - Intersection as is	Never have an issue with traffic, neither of the other options is desirable - certainly removing the right hand turn out of Bridle Path will not assist and only cause frustration elsewhere as people seek a right hand turn option.

440	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	why doesn't option 2 include an option of turning right from Bridle Path into St Andrews Hill?
441	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	Option 2 will make this intersection much safer as its hard to see traffic turning left into Bridle Path Road from the Sumner direction.
442	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>Option 3 definitely not! Loss of right turn from Bridle Path Rd will result in frustrated drivers from Bridle Path Rd turning up Cannon Hil Crescent and then speeding all over St Andrews Hill looking for a route east. Mt Pleasant primary school, and walking routes to it, will be in the firing line of most of this traffic, not good. Plus there will be an increase of incidents at other intersections, most likely Mt Pleasant Rd/Main Rd, as traffic originally coming from Bridle Path Rd ends up there trying to turn right to head east.</p> <p>Option 1 works sort of, but there will always be accidents due to traffic exiting St Andrews Hill Rd being caught out by the speed of traffic turning left off Main Rd, or approaching from Bridle Path Rd. Is there another way of slowing this traffic down without resorting to lights? I don't know, I believe a secondary roundabout was looked into but there wasn't room. I don't use this intersection at rush hour, and therefore don't have too many issues with it, but I imagine it could be highly frustrating at busy times in its current form.</p> <p>Option 2 seems to be the only one offering to make the intersection safer while retaining existing functionality i.e. not moving the problems elsewhere. So, if Option 1 is not to win, Option 2 seems the only other sensible one.</p>
443	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	Yes, definitely needs updating to a more user friendly design. I'm all in support of the St Andrews community having better, and safer, turning conditions. BUT, definitely not at the expense of the Heathcote Valley community being cut off from turning towards Sumner. Option 3 is ridiculous.

444	Option 1 - Intersection as is	I don't feel that there is enough traffic from St Andrews Hill Road to warrant traffic lights. Possibly just a sign before the bend on Bridlepath Road to be aware of cars exiting St Andrews Hill or a mirror so people exiting St Andrews Hill can see any cars approaching.
445	Option 3 - No right turn from Bridle Path Road	No Right Hand Turn Far better to do the loop up and around Tidle View This was the situation for 3+ years post earthquake while the bridge was being built The new shops in Tidle View would highly appreciate the additional potential customers passing their premises.
446	Option 1 - Intersection as is	While the existing intersection is not perfect it works well for those coming from bridle path road. Adding lights would be my next preferred option but only if there is no build up of traffic from st andrews hill preventing traffic from bridle path road getting through TWO sets of lights at a reasonable pace.
447	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	I live in Lyttelton and often use bridle bath road to get to Sumner. I would have no problem with new Traffic signals making me wait my turn. I would be very disappointed to have to go the motorway every time
448	Option 1 - Intersection as is	
449	Option 1 - Intersection as is	Leave it as is.
450	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	Option two is the safest option and still allows for traffic to turn right onto Main Rd from Bridle Path Road.

456	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	
457	Option 1 - Intersection as is	
458	Option 1 - Intersection as is	<p>As frequent users of the right hand turn lane from Bridle Path toward Sumner we are appalled that you have even presented OPTION 3.</p> <p>This would disadvantage many people including those that live in Sumner but work in Lyttelton.</p> <p>We like the intersection as it is and find the people from St Andrews Hill often very impatient and inconsiderate to the Bridle Path traffic. They should learn to wait.</p> <p>Option 3 is unacceptable. Humphreys Drive is not designed to take the additional traffic that this would generate.</p>
459	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>We need to be able to turn right on to Main Road so Option 3 will not work. Living on Rangatira Terrace and needing to go to Sumner in peak hour traffic means the best option is to use the traffic lights on Bridle Path Road as turning right off the Brae or Mt Pleasant Road is very difficult at peak hours.</p>
460	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	
461	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>I like option 2 because one of the best parts of this intersection currently is being able to make easy right turns from Bridle Path Road.</p> <p>It would seem a backward move to remove that ability.</p> <p>Plus option 2 obviously makes it safer for St Andrews traffic to exit</p>

462	Option 1 - Intersection as is	<p>Fold need the right turn to Sumner from Bridle Path Road. Otherwise traffic signals will be needed at the bottom of Mt Pleasant Road. The right turn from there can be hazardous.</p> <p>There is plenty of room for a third lane on the left of Bridle Path Road (space is wasted in the median strip on the bridge and on the walkway on the left of the bridge).</p> <p>A free left turn lane, merging on the bridge would be possible, increasing the "storage" capacity for waiting cars in B Path Rd.</p>
463	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>We believe maintaining "right turning ability of Heathcote Valley Road users on to Main Road" is an important consideration. Option 2 provides this.</p> <p>Option 3 still leaves risk of vehicles left turning out of Main Road into Bridle Path Road colliding with vehicles exiting out of St Andrews Hill.</p>
464	Option 1 - Intersection as is	
465	Option 1 - Intersection as is	<p>Traffic signals would be very stressful and time consuming, especially with either set on the Main Road immediately after.</p> <p>Restricting St Andrews Hills residents further in Option 3 would also be inconvenient.</p> <p>The way it is, is totally safe and fine, only for a very small amount of time each weekday morning & evening.</p> <p>The way it was before the changes was the best option.</p> <p>We use the Canon Hill to Bridle Path way and always allow St Andrews Hill residents in if a small build up at lights with no issues.</p>
466	Option 1 - Intersection as is	

467	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>As there is no visibility of cars turning left from Sumner into Bridle Path Road, the turn off St Andrews Hill Road is only safe when that traffic is stopped - at the moment. (i.e. Option 1).</p> <p>I feel I take my life in my hands every time I come off the hill at that intersection. Therefore option 2 is the only safe one.</p>
468	Option 1 - Intersection as is	We don't need yet another traffic light.
469	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	Option #3, as far as I can see, would not aid the St Andrews Hill traffic getting on to Bridle Path Road, and would create havoc somewhere towards Christchurch / Ferrymead roading for people to do u-turns to get into the Main Road direction
470	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>I can see some advantages with the additional lights.</p> <p>By and large is satisfactory now so long as drivers are patient and courteous.</p>
471	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>Currently (option 1) the intersection is unsafe and confusing particularly for drivers that are unfamiliar with the intersection.</p> <p>Safety is paramount. Having witnessed several near misses and erratic driving at the crossing option 2 would seem the only sensible solution</p>
472	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	
473	Option 1 - Intersection as is	<p>The problem seems to revolve around the inefficiency of the traffic lights.</p> <p>These need to be more intelligent by sensing traffic flows ahead of time instead of just running on a timer/sensor system! This inevitably causes traffic to stop despite there being no cars using the green signal at the time.</p> <p>Rather than spending more on expensive intersection mods - just invest in more intelligent traffic lights</p>

474	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<ul style="list-style-type: none"> * The current is confusing and dangerous * No right turn will be a real irritation to traffic * If designed well should work well - easy to understand
475	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>Option 2 is the most sensible of all the options.</p> <p>It would be a disaster if we lost the right turn to Sumner and Redcliffs. I feel this could cause more problems if people did silly things like u turns over the bridge to get back the other way.</p> <p>As the wiring is already there for traffic signals option 2 is the way to go.</p>
476		<p>Traffic control engineers in Chch are continuing their love affair with traffic lights and it looks as if option 2 will result in yet another 'lighthouse junction'. Are these traffic engineers the same people whose designs landed us in the present option 1 pickle? Option 2 will increase the number of lights from 12 to 17. Too many lights can impede traffic flows and whilst they sometimes suffice they might not be necessary. Was consideration given to the notion of roundabouts in tandem? We see very little about them in the latest proposals and it would be nice to know just why they were eschewed and not put into the consultation arena; they don't have to be as complicated as the 'magic roundabouts' in the UK which, incidentally, seemed to go down fairly well with motorists. I think that there is merit attached to their use. Option 3 is a man of straw and whichever is the preferred option, I suspect that the whole scenario will have to be revisited with a large yawn at some point later in time.</p>
477	Option 1 - Intersection as is	<p>An excellent design by the traffic engineers. We don't need anymore traffic lights clutter.</p> <p>Option 3 would be a disaster with drivers doing u turn down Ferry Road or around Tidal View.</p> <p>The drivers coming down St Andrews Hill Road never have to wait more than 1 set of lights and often the Bridle Path traffic lets St Andrews Hill drivers in to the left or right hand lanes.</p> <p>Please keep the intersection as is</p>

478	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	I find it quite satisfactory as is, but if going to be changed option 2 would be my choice.
479	Option 1 - Intersection as is	<p>Option 1 with a rumble strip on Bridle Path Road beside river.</p> <p>This intersection has always had problems. The owner of the house (now demolished) on the corner had a virtually nightly ritual with her husband of him rushing outside to check on the accident and she phoning police / ambulance for help.</p> <p>I too one early morning stopped to help a young Asian girl who had be tailgated by a possibly drunk very aggressive male.</p> <p>The present problem is exacerbated by speeding Heathcote drivers coming around the corner towards Main Road.</p> <p>I suggest a rumble strip on the left hand lane starting before the corner all the way to St Andrews Hill to slow traffic down. It would also encourage more Heathcote residents to use the road leading to the Woolston roundabout.</p> <p>A cheaper, less disruptive option!</p>
480		<p>Leave lights as they are. There is enough room for three lanes and a cycle path turning right out of Bridle Path Road.</p> <p>Make two lanes turning left with Bridle Path Road on the inside and Hill traffic on the outside.</p> <p>Sumner traffic in the right lane</p> <p>(Please diagram in TRIM 17/139421)</p>

481	Option 1 - Intersection as is	I regularly use the intersection at various times of the day, quiet and busy. I think it works OK. It could do with signage suggesting to Bridle Path Road traffic to let alternate cars in from St Andrews Hill Road for those few busy times when downhill cars get banked up.
482		<p>My suggestion to overcome the situation at the St Andrews Hill Rd / Bridle Path Rd / Main Rd intersection is as follows:</p> <ol style="list-style-type: none"> 1. Direct ALL St Andrews Hill DOWNHILL traffic LEFT along Ferrymead Tce 2. Make Ferrymead Tce a ONE WAY road with no entry from Bridle Path Rd. <p>Advantages:</p> <ol style="list-style-type: none"> 1. Plenty of room for a free or controlled intersection at the Bridle Path Rd end of Ferrymead Tce. 2. The present danger is eliminated. 3. The traffic would be more spread out, less congested and therefore safer. 4. The right hand turn from Bridle Path Rd to Main Roads would not be lost. <p>Disadvantages:</p> <ol style="list-style-type: none"> 1. Some more roadwork would be inevitable 2. The proposal may not please some of the Ferrymead Tce residents 3. Lights may be needed at the Ferrymead Tce, Bridle Path Rd Junction and existing sequences altered. 4. Ferrymead Tce would be one way only. (this could be a benefit when overall safety is considered). <p>Whatever happens, the Heathcote Valley and surrounding areas residents should not lose the right hand turn on to the Main Road at the Heathcote Bridge.</p>
483	Option 1 - Intersection as is	Please leave as is the right turn is important. I understand that the cars coming off St Andrews Hill are frustrated at waiting, however these cars have alternative routes whereas the Bridal path traffic does not .

484	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	It's a no brainer. Option 2 is the most sensible. There will still be congestion with Option 3 as two cars, three at the most if the first two vehicles have stopped far enough forward an one of them isn't a truck, can fit safely, waiting for the lights to change at Main Rd. Besides that, it would be very unfair and extremely inconvenient to Bridle Path Rd traffic to stop them from turning right. So, for me Option 2 has to be the preferred one.
485	Option 1 - Intersection as is	<p>The current option for this intersection is perfectly safe, if the St Andrews Hill users use the intersection properly. Additional works of installing a speed hump in Bridle Path Rd to slow traffic - positioned around the lights side of the bend - and a synchronised no right turn arrow from Ferry Rd in Bridle Path and no left turn arrow from Main Rd into Bridle path, would further increase safety at the corner.</p> <p>Option 2 is unnecessarily expensive.</p> <p>Option 3 is totally rejected as there is no way the right hand turn from Bridle Path Rd into Main Rd can be removed.</p>
486	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	I visit this area regularly and find as is it at present - dangerous and feel option 2 would help the flow of traffic.
487	Option 1 - Intersection as is	I use this intersection. I use this intersection mostly from Bridle Path Road to turn right and from Main Sumner Road to turn left into Bridle Path Road. I occasionally come down St Andrews Hill road by car and cycle and turn right. I have experienced no difficulties with the intersection and have not observed any problems. I would like to see the intersection left as it is (Option 1). I definitely do NOT support option 3.
488	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	Option 2 allows best use for all ways - doing nothing is dangerous

489	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>Whilst Option 2 seems to be the only reasonable option offered in this process I wish to suggest an alternative, which doesn't require the expense of traffic lights. The big issue for me as a driver coming off St Andrew's Hill is the speed at which drivers coming from Heathcote enter the intersection from around a blind corner. I suggest placing a flashing sign on Bridle Path Rd that indicates when traffic is waiting at the bottom of St Andrew's Hill Rd; flashes 'Slow - Hidden Queue' or similar, with the addition of rumble strips to ensure attention & speed adjustment. Similarly, drivers coming from Redcliffs on Main Rd or those accessing the hill from the bridge need to be reminded to lower their speed & pay attention to those exiting the hill; the light phase off the bridge could be longer so drivers don't feel the need to rush so much.</p> <p>Another suggestion is to continue the painted yellow hatchings currently abutting the traffic island, across the traffic lane for right turning traffic so that when Bridle Path Rd traffic is stationary, cars coming off Mt Pleasant can access the left turning lane.</p> <p>Finally, your background statement seems to suggest that what we currently have (and are revisiting) was the preferred option - it certainly was not the option preferred by most Mt Pleasant people who use the road! Numerous concerns were raised at the time but little heed paid by the roading engineers. More time was required at early in the planning to fully canvas the alternatives and so avoid the further costs we will now incur.</p>
490	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>The current intersection can be dangerous for cyclists when St Andrews Road traffic fail to see cyclists (or give way) on Bridal Path Road who are approaching the intersection with the intention of turning right on to the causeway.</p>
491	Option 1 - Intersection as is	<p>Being a regular user of this intersection for the past 30 years, I have found the latest layout to be very good with no problems of flow of traffic.</p> <p>To remove the right turn on to Main Road for Bridle Path road users, there will need to be a re alignment on Main Road to give vehicles the ability to do a u turn. Having used this intersection during the bridge repairs (6years), this situation was not idea.</p>

492	Option 3 - No right turn from Bridle Path Road	I would like to dispute the sentence "many options were considered"....by whom??? the arrogance of some of the people who would simply not listen to residents of many years was astounding!! A significant amount of money was paid to 'someone' who presumably is a traffic engineer or such like, (or even a 'team') to come up with a clearly flawed solution to the corneris anyone held accountable for this????!!! I suspect not!
493	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	The road as it is a danger for traffic coming down St Andrews Road and turning to go into the city. It is impossible to see cars turning left from Main Rd into Bridle Path Rd. It is also very difficult to get across Bridle Path Rd and into line to turn into the city. Option 3 would mean that traffic coming from Lyttelton and Heathcote Valley would have much further to go to head towards Sumner. Not a good option.
494	Option 1 - Intersection as is	Removing the ability to turn right from Bridle Path Rd toward Sumner is absurd. You will get traffic turning right as soon as they are able and this will frustrate a lot of people who travel from Heathcote/Lyttelton to Sumner/Redcliffs.
495	Option 1 - Intersection as is	This intersection has already been through a consultation and planning period, as a regular user of this intersection to mainly turn right from Bridal Path Road onto Main Road towards Redcliffs it would cause major inconvenience and disruption to have either option 2 or 3. The traffic flow issues I have observed are mainly due to poor driving not the layout, people coming out of the St Andrews Hill Road onto Bridal Path Road, which I might add is a residential side road not a main road or main route have several options to avoid this junction, mainly Cannon Hill Crescent or Mt Pleasant Road, are at fault obstructing the junction by not keeping the junction clear. From my observations Bridal Path Road users are allowing/giving way to the side road users. I will admit that the traffic light sequence doesn't give St Andrew Hill users much clear way to cross Bridal Path Road but I still believe there is adequate traffic flow capacity, otherwise this design would not have been approved in the first place. CCC back your decisions and planning, this junction supports the traffic flow across the bridge for its primary users namely: 1st Main Road/Ferry Road

		<p>2nd Bridal Path Road 3rd St Andrews Hill</p> <p>If you stop right turning on Bridal Path Road then you are forcing Lyttelton and Heathcote Traffic to further congest Ferry Road by forcing this traffic to join it at the Tunnel Road roundabout and add to the already slow moving traffic towards the Humphreys Drive traffic lights, therefore creating a larger problem than exists currently for the residents using St Andrews Hill, they ultimately will get catch in this congestion hot spot too.</p>
496	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	Option two will still allow traffic to move in all directions. A no right turn from Bridle Path will be very restrictive and cause enormous frustration for residents in the area as well as those who don't know the area so well. It may also increase load through the Mt Pleasant area - including the school zone - when people want to head from Bridle Path road towards Sumner/Redcliffs.
497	Option 1 - Intersection as is	<p>I have got used to this now.</p> <p>If considered dangerous, go for it (2)</p> <p>Just not 3 please</p>
498	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	
499	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	We need to maintain ability to turn right to Sumner
500	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	Maintain ability for right hand turn to Sumner.

501	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	
502	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	Need the option to turn right to Sumner as well as left hand turn to Ferrymead.
503	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>I think the existing intersection has potential dangers, particularly for traffic exiting St Andrews Hill Rd. With Option 3 some of those danger still exist.</p> <p>Options 1 and 3 also cause difficulties and / or delays for traffic coming from St Andrews Hill Rd and Bridle Path Road.</p> <p>I think the only sensible option is Option 2.</p>
504		<p>None of these options actually solve the issue. The intersection should NEVER have been built this way and you were told that prior to construction. It really needs rebuilding but at what cost - ridiculous!</p> <p>Option 1 or 2 are the only possible solutions - option 2 to operate ONLY in peak times.</p> <p>Some sort of warning system for those turning left on to Bridle Path from Sumner if coming along BP to the lights would be better. "Slow traffic coming of the hill".</p>

505	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>The intersection as it is at present is dangerous for road users coming off St Andrews hill. You have to ensure there is no traffic coming from 3 different directions, there is very little time to react if vehicles turn left off Main Rd into Bridlepath Rd. Visibility from the left for vehicles approaching the intersection from Heathcote/ Bridlepath Rd is bad as there is a blind bend about 50m from the traffic lights giving no view of traffic approaching until it appears from the bend.</p> <p>It is difficult to know if traffic turning right off bridge is proceeding along Bridlepath or turning immediate left up St Andrews Hill, therefore you are unable to pull out from St Andrews Hill due to uncertainty of which route the opposing vehicles are using!!!</p> <p>In my opinion the intersection has not been thought through as it should never have been passed for implementation. It is positively dangerous to vehicles and passengers coming off St Andrews Hill!!</p>
506	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>I feel that this would be the safest option for both motorists and cyclists and would allow traffic coming from Bridle Path Road to turn right towards Redcliffe and Sumner rather than creating unnecessary obstacles.</p>
507	Option 1 - Intersection as is	<p>Generally leave as is, but create a free turn for left turning cars from Bridle Path Rd. Remove the lights for this free turn. This will increase the opportunity of cars from St Andrews Hill being able to get out onto Bridle Path Road as traffic will continue to flow better onto Main Rd without the lights backing the cars up.</p> <p>Keep the lights for right turning lights onto Main Rd and the yellow hatch lines to stop cars blocking the St Andrews Hill thoroughfare.</p> <p>There are no obstructions or any reason why not to reinstate this free turn as was there previously and it worked well.</p> <p>Even consider removing the red right turn arrow onto Bridle Path Rd, I feel it's probably not necessary as you can clearly see approaching vehicles and the distance to St Andrews Hill Rd is minimal so traffic speed is low for this intersection (St Andrews Hill and Bridle Path Rd)</p>
508	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>I am writing regarding my concerns over the Bridle Path/St Andrews Hill intersection.</p> <p>I reject option 3 as this is not a viable option for the Heathcote residents and anyone coming from the base of the hill or the harbour as they will not be able to turn right heading east toward Sumner/Redcliffs.</p> <p>This could well effect the businesses in Redcliffs, Mt Pleasant and Sumner as it will be too difficult to access them.</p>

		<p>I acknowledge the intersection is difficult, for St Andrews Hill Residents.</p> <p>I consider option 2 as the best option as this will meet the needs of all.</p> <p>Thank you for your consideration in this matter.</p>
509	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>I live in Tama Tce, and use Mt Pleasant Rd for access to the Main Rd.</p> <p>However, I can appreciate what folks undoubtedly feel when trying to make a right turn from Main - Ferry Road into St Andrews Hill Rd, or from St Andrews Rd into Main Rd.</p> <p>For this reason I feel that option 2 would be the fairest to all parties.</p>
510	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>Of the options presented, the first not a real option because the intersection is dangerous as it is. The third will place unreasonable demands on those travelling towards Sumner from Bridle path Road and depends upon Tidal View being upgraded and remaining open to traffic. Settlers Crescent isn't a sensible route at peak times because it necessitates a right hand turn on Ferry Road.</p>
511	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>The current situation for traffic coming down St Andrews Hill Road and wishing to travel into town over Ferrymead Bridge is dangerous. A driver in a car waiting at the junction with Bridle Path Road cannot see a car travelling down Bridle Path until it is 45m away from the driver. In addition the sight distance of a car turning into Bridle Path Road from the Sumner road is only 18m due to the retaining wall between the Sumner Road and St Andrews Hill Road. Given the approach speeds of these cars a driver in St Andrews Hill Road has only two and a half seconds to check there are no approaching cars approaching, and to drive across the intersection. This is clearly impossible and one is forced to drive to the middle of the intersection where one can see approaching traffic on Bridle Path Road. This requires pausing or stopping on the hatched no stopping area of the intersection, where you can see for a reasonable distance down Bridle Path Road for oncoming traffic.</p> <p>It feels as though you are risking your life every time you cross this intersection.</p>

		<p>Concerning these three options offered;</p> <p>1) Leaves a dangerous crossing as it is, and this is clearly unacceptable;</p> <p>2) Sounds like a step in the right direction. However, to make the intersection safe it would be necessary to stop traffic coming from Sumner from into Bridle Path Road while the traffic was exiting from St Andrews Road. The term pre-signal is not explained, but I assume that a traffic signal would stop traffic down Bridle Path Road when the crossing was in use.</p> <p>3) This option should not be used. Quite a few cars come down Bridle Path Road and turn towards Sumner. The alternative options all involve travelling a considerable extra distance and there are difficult intersections to be negotiated in each case.</p> <p>There are other options which do not are not ideal. one of these would be to erect a sign on the Main Road from Sumner warning turning traffic of a hidden queue from St Andrews Road and erecting a Give Way sign on Bridle Path Road before the intersection with St Andrews Hill Road.</p>
512	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	This seems to be a safer option for turning off St Andrews Hill Road
513	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	Option 2 will be better for all road users and still leaving a right hand turn on to Main Road to Sumner etc
514	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	Although there is a Give Way and yellow road markings in place, people are by far more compliant with lights - red you stop, green you go. Clear cut and MUCH safer
515	Option 1 - Intersection as is	

516	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>Current dangers:</p> <ul style="list-style-type: none"> * Turning off St Andrews Hill to cross bridge and getting stuck in middle of intersection * Negotiating getting to bridge while anticipating traffic turning right off bridge and left from Main Road, as well as Bridle Path Road. * It's essential to be able for Bridle Path Road traffic to be able to turn right towards Redcliffs, otherwise other options are VERY Conveluted. * All lights need to synchronise to make traffic entering from St Andrews Hill, Able to do so safely, otherwise one solution may lead to more issues.
517	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>Very unsafe the way it is.</p> <p>You can not look in three directions at once safely.</p>
518	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<ul style="list-style-type: none"> * Every day, using the intersection as a motorist and pedestrian, is a very risky manoeuvre. * Have observed multiple 'near misses', particularly when heavy transport uses the intersection obscuring vision
519	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>First choice would be option 2</p> <p>Second choice would be option 1</p> <p>Option 3 is over prohibitive I think</p>
520	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>I would like to ensure safety turning right exiting St Andrews Hill Rd, from traffic that turns into Bridle Path Rd from Main Rd.</p> <p>Several times cyclists have turned from Main Rd into Bridle Path Rd and have come close to colliding with me turning right onto Bridle Path from St Andrews Hill Rd</p>

521	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	We drive down from St Andrews Hill Rd onto Ferry Rd most days and find this intersection to be a bit hairy, currently ... you have to move fast!
522	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	
523	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	The intersection needs to be reviewed and I believe option 2 would help traffic flows
524	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>It needs changing as hugely unsafe so option 1 doesn't work.</p> <p>Option 3 - if you stop right turn you will load up Mt Pleasant Rd and make this dangerous - so you would need lights there!!</p> <p>The only Option is 2 - but is there enough room between the new set of lights? How come you haven't looked at blocking St Andrews down hill and leaving up hill?</p>
525	Option 3 - No right turn from Bridle Path Road	Option 3 appears to be the safest option
526	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	I use the junction as a road user and cyclist and see safety as a concern when exiting St Andrews Road

527	Option 1 - Intersection as is	<ol style="list-style-type: none"> 1. LEARN from your mistakes 2. When the community says something is wrong, generally it is - LISTEN 3. CCC traffic engineers are, with all due respect, working in small town NZ - no matter how many years they have been doing it. Their experience is LIMITED 4. You need to look at the road from Countdown, through to McCormicks Bay as a whole - this is not a stand alone intersection: What you do in one place affects movement at other areas, e.g. if you do no right turn at Bridle Path then one has to go back across bridge through Ferrymead and turn with no roundabout it was not designed for this option (sadly)
528	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	Traffic signals should remove existing uncertainties about when to proceed across Bridle Path Rd after descending St Andrews Hill Rd
529	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>Suitably sited new pre-signals on Bridle Path Road will warn and slow traffic approaching the intersection and side road of St Andrews Hill exit.</p> <p>Additional road marking on Bridle Path Road also required for intersection ahead</p>
530	Option 1 - Intersection as is	
531	Option 1 - Intersection as is	<p>The other option is to add some traffic calming measures to Bridle Path Road.</p> <p>I find the greatest issue when exiting St Andrews Hill Road is the speed of the traffic approaching from the right. By the time you have committed to moving across the intersection, traffic which was previously un-sighted enters the equation.</p> <p>If traffic from Brindle Path Road could be slowed 200m from the intersection it would be less stressful</p>
532	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	Traffic lights will make it a lot safer when driving from St Andrews Hill Road to Main/Ferry Roads.

533	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	I was a regular user of Major Hornbrook/St Andrews Hill Roads when travelling into the city but now avoid doing so as I consider accessing Main Road from St Andrews Hill Road to be dangerous. With traffic turning both left and right from Main Road into Bridle Path Road as well as traffic travelling east on Bridle Path Road, some travelling at speed, and having to cross two lanes to get into the lane I want is risky.
534	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	Part of the issue at this intersection is that traffic coming off st andrew's hill is competing with traffic coming down bridle path road. In the absence of more traffic lights, the intersection should have cross-hatching for st Andrew's hill traffic to enter the intersection.
535	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	Option 2 is the only sensible option to ensure that no road users are disadvantaged. St Andrews Hill Rd users have complained about traffic coming too fast around the corner from Main Rd and from Bridle Path Rd - Option 1 and 3 will still not prevent this happening. I have also seen St Andrews Hill Rd users failing to give way to other road users - Option 2 will ensure that they give way.
536	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	
537	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>Thank you for the opportunity to make a submission on the options for the St Andrews Hill Rd intersection.</p> <p>I would agree with: Option 2 - Add traffic signals</p> <p>In my opinion the current arrangement - Option 1 - does not safely aid the flow of traffic because of the awkward lines of sight needed by traffic leaving St Andrews Hill.</p> <p>Option 3 - will create chaos and increase accidents as it is very restrictive (which will encourage risky behaviour) and can mean a long detour</p>

538	Option 1 - Intersection as is	<p>This intersection has had no reported accidents since it was opened. The right turn at the intersection is the only access to Redcliffs/Sumner from Cannon Hill/Heathcote/Lyttelton and the Bays and option 3 should not be considered.</p> <p>Option 2 will only slow all traffic at the intersection. After speaking with a lot of people that travel off St Andrews Hill Road they have said that their only concern is to slow the traffic coming into the intersection from Bridle Park Road. This could be done with a speed hump.</p>
539	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>Difficult when coming down off St Andrews Hill Road to cross due to traffic coming from multiple directions, and visibility of on coming traffic not good.</p> <p>Traffic lights would be safer</p>
540	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>This is the only workable option from your short list (we know the status quo doesn't work). Option 3 is unworkable given the lack of practicable ways for traffic turning left from Bridle Path Rd to return east - come and try it at rush hour!</p>
541	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>ALL BAD OPTIONS</p> <p>The original payout before quakes worked well.</p> <p>Does this traffic light (option 2) require Bridle Path Rd traffic to stop twice at lights to get on to Main Rd traffic??</p> <p>St Andrews Hill traffic should merge with Main Rd earlier, way back.</p>
542	Option 1 - Intersection as is	<p>My option 1 would have a speed bump along Bridle Path Road at the bend where St Andrews Hill traffic first see traffic travelling on BP Rd.</p> <p>My reason is the BP Rd traffic approach the intersection at higher speed - up to 50 km which endangers merging traffic. As a trial before going for option 2 or 3 I think this help at traffic and not hold up Sumner traffic as options 2 or 3 will as a further phase would have to be added.</p>

543	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>"Just Do This" - "Now"!! Ducting is installed</p> <p>Option 3 will not solve much of:</p> <ol style="list-style-type: none"> 1. Safety 2. "Confusion - hesitancy" <p>This is the most confusing intersection I know of in all of Christchurch (for anyone not familiar with it). More signage needed for traffic heading east before the Bridge</p>
544	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>Gives traffic coming off St Andrews Hill Road more of a chance to get on to Bridle Path Road as access shouldn't be blocked</p>
545	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>I think having lights will be safer for all, pedestrians, cyclists, motorists etc and allow a better flow</p>
546	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>I travel down St Andrews Hill Rd most days.</p> <p>It's a very dangerous intersection. Vehicles can come at you suddenly from BOTH directions. Cars from Sumner can turn left and be on to you as can cars coming around the bend from Ferrymead. There is not enough visibility in either direction and it is only the caution and the courtesy of other drivers that makes the intersection work at all.</p> <p>As to buses and heavy vehicles???</p>
547	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>Option 1 is far too dangerous - traffic from St A's Rd is very compromised safety-wise.</p> <p>Option 2 will allow a better, safer alternative.</p>

548	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	
549	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	
550	Option 1 - Intersection as is	<p>Option 1 - Intersection 'as is'</p> <p>Both my husband and I believe (although certainly not an ideal solution) that the best option is '1'.</p> <p>Drivers travelling from the Heathcote end of Bridle Path Road appear (mostly) to be fairly considerate to those wishing to enter the section from St Andrews Hill Road.</p> <p>We believe the other options would reduce 'traffic flow' and cause further complications</p>

551

RE: CCC St Andrews Hill Road/Bridle Path Road/Main Road Intersection SUBMISSION FROM SPOKES CANTERBURY

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

We would like the opportunity to appear at any public hearing that is held to consider submissions on these projects. Should there be an officer's report or similar document(s) we would appreciate a copy(s).

Submission from Spokes Canterbury

St Andrews Hill Road/Bridle Path Road/Main Road Intersection

Without any plans of road layout showing how cyclists will navigate the intersection it is hard to comment from a cycling perspective. In general traffic lights work well provided enough thought and road space has been given to allow cyclists a well-defined path through the intersection. Should Option 2 or 3 be the preferred option Spokes believes that to avoid conflict with vehicles and to improve safety for cyclists the shared pedestrian/cycle path on Bridle Path Road needs to be extended further out from the intersection with Main Road. Left turning vehicle flow will therefore not be impeded when approaching the intersection. Should option 3 be considered viable it will be important to have a generous lighting phase available at the intersection to enable pedestrians and cyclists to cross Main Road easily and safely, and for cyclists to make a right turn onto Main Road. SPOKES would be happy to look at any final design before it goes for construction to ensure cyclists can safely use the intersection.

Thank you for the opportunity to make this submission

552	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	I lived at the bottom of Te Awakura Terrace from 1986 until the February 2011 earthquakes took our beloved family home from us, so this is a very familiar intersection that I walked and drove across thousands of times, and still will. It is essential that both the St Andrews Hill traffic and the Heathcote to Sumner traffic have easy access and traffic flow. Whilst this might cause a slight delay for traffic at the next set of traffic lights, they will quickly become accustomed to a small inconvenience, whilst either Options 1 or 3 would cause major difficulty to locals, who have already been through major long-time upheaval with the bridge planning and reconstruction (first mooted for 2002!), and road changes post-quake. It will also be safer for pedestrians, which is crucial with the coastal pathway start across the road in Scott Park. Therefore OPTION 2 is the only fair solution.
553		I wish to ask what can be done about traffic coming from Heathcote along Bridle Path road and at the last moment driving on the wrong side of the road to turn abruptly up St Andrews Hill Road. This has happened on at least four occasions when I have been waiting at the bottom of Saint Andrews Hill road in order to get across Bridle Path Road into the left turn lane. Very scary and on at least one occasion inches from an accident!
554	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	it will make the intersection safer and overcomes most of the issues raised in the report previously written by Council staff. DO NOT IMPLEMENT OPTION 3 as people are likely to overcome this by carrying out U turns on Humphreys Drive or further down Ferry Road which creates another hazard, albeit in a different location.
555	Option 1 - Intersection as is	
556	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	
557	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	Intersection as it is now isn't safe, and option 3 is way too restrictive. Consider this a strong vote for option 2.

558	Option 1 - Intersection as is	We are happy with option 1
559	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	Presently a huge accident potential!
560	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>The current intersection as it is now, is very dangerous. It is hard to cross from St Andrews Hill with traffic coming at you from Main Rd traffic turning left from Sumner, Main Rd traffic turning right from the bridge and judging traffic from Bridle Path Rd all of the time.</p> <p>Many close calls, buses get stuck in the middle. it is very dangerous in it's current form. Will be willing to try the traffic light signals.</p>
561	Option 1 - Intersection as is	It's fine as is
562	Option 1 - Intersection as is	<p>Coming off the hill the ideal option for us is to stop Bridlepath traffic turning right, then we have two lanes to go into Town. That I feel is only looking after No1.</p> <p>I think that the Yellow XXXX want to be extended, so the Bridlepath traffic have to stop back further and don't block us getting to the Turn left Arrow to Town.</p>
563	Option 1 - Intersection as is	
564	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	I feel this is the best option.
565	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	

566	Option 1 - Intersection as is	<p>I find this intersection is working well as it is.</p> <p>I think it would be a waste of money if it is changed and the changes will cause problems if option 2 or 3 go ahead; - Congestion issues, and option 3 would be very inconvenient when travelling East.</p> <p>The new intersection has never seemed to be congested or unsafe. The extra traffic light options would add to confusion and visual pollution</p>
567	Option 1 - Intersection as is	<p>St Andrews Hill Road / Bridle Path Road / Main Road Intersection.</p> <p>As a regular user of this intersection, I feel obliged to comment. I travel to and from Ferrymead Heritage Park several times each day. Mostly from Humphreys drive to Bridle Path Road, and vis versa. Of course, I do observe the behaviour of all the other road users, in the process.</p> <p>The current set up is working remarkably well, after experiencing several years of the nonsense that was the bridge construction era. In fact, I am pleasantly surprised, as I had earlier predicted chaos.</p> <p>As for “Safety Concerns”. I have absolutely no issues with that. If the rules of the road are followed, there is no problem. Basically, there is nothing to fix, at this intersection.</p> <p>With respect to the “Have your say”, my comments on this intersection are: Option 1: (If it ‘aint broken, don’t fix it.)</p> <p>This appears to be working OK, with only occasional delays being experienced on St Andrews Hill at peak times. My only gripe here, is with hill residents who need to understand what “Give Way” really means, and for drivers of long vehicles, including buses, who think the yellow hashed area is a free parking zone. Therefore, leaving things as they are has little impact on me, so I accept this option.</p> <p>Option 2: (Workable, but costly both in money and in future time delays.)</p>

Retro fitting 4 new light standards and their associated underground cabling, is expensive and a little disruptive. It is, I believe, a workable solution. The aim here, is to better control both the St Andrews Hill and Bridle Path Road traffic flows. It does, however, add to the nominal cycle times, thus impacting on all other traffic. There are many times, during a normal day, when such extra control is totally unwarranted. While this option is a possible one, the cost benefit is not all that great.

Option 3: (Never a starter.)

For nearly 5 years, the people of Sumner had to suffer the “No right turn” from Bridle Path Road. This new option now want to include all the people from St Andrews Hill, as well. “Please show some mercy and ditch the very thought of such an option. This is a “Clayton’s” option. The one you have when you don’t have an option. No! No! No!

Option 4: (Delay on demand. Less costly to install than Option 2.)

I know you don’t have an option 4, but I do. This is based around the idea of “Option 2”, but done in a totally different way. It doesn’t require any additional signal lanterns, but does require some in road sensor loops.

The structural elements are thus:

Approximately 50 – 60 metres back up St Andrews Hill an in road sensor is buried in the down hill side of the road, (A) A similar sensor is buried just in front of the “Give Way” line, (B).

The purpose of these sensors is:

Sensor (A) counts cars in, while sensor (B) count cars out. There is also some simple logic circuits, in the control cabinet. One being an up/down counter (Stack) and the other a delay timer system. I’m sure the IT will understand such thinking.

Car comes down hill, triggers (A) and adds 1 to the Stack. He then proceeds to the “Give Way” at the bottom of the hill. Depending on traffic conditions, he may stop or proceed, as with any normal “Give Way” sign. If he proceeds, he will trigger sensor (B) and subtract 1 from the Stack. Thus, there is no change to anything.

		<p>If the intersection is busy and he has to wait at the "Give Way", the Stack remains at one. A queue is thus started. A second and maybe 3rd, 4th, car arrives. Thus the Stack is progressively increased, up to a maximum of say 6, depending on how far up the hill sensor (A) is placed.</p> <p>Now, here is where the logic comes in to play. Let's say there are 4 cars waiting, (Stack = 4), when the lights cycle to be in favour of the Bridle Path exit to the Main Road, and extra delay is inserted into that cycle. The extra is determined simply by the size of the "Stack". As each car in the St Andrews Hill queue is released, Sensor (B) shortens the queue by one, thus reducing the delay.</p> <p>It all sound a bits complex, but is rather simple computer logic. A similar set of sensors on Bridle path road, could also be factored into a delay system for this arm of the intersection.</p> <p>The net result is that persons using these roads would perceive that the lights were always favouring them. They would have little knowledge of the trickery that is hidden away in the control cabinet. There to help them on their way</p>
568	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	Since the new intersection has been installed, it's help traffic flow, especially to right turning traffic to Sumner and Bridle Path Rd. It has also caused traffic to back up for St Andrew's Hill vehicles coming down. Sometimes only one car can cross road due to cars using Bridle Path Rd.
569	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	Option 2 is the only option that allows for safe travel from St Andrew's Hill Rd onto Ferrymead bridge. Option 1 has had so many near misses because of traffic approaching unseen along Bridle path Rd and coming around the corner unseen by motorists who are crossing through the intersection. Buses find option 1 very hazardous. Traffic lights in Option 2 will allow for safe passage for all.
570	Option 1 - Intersection as is	My experience of using this intersection is that it works well. Some users from St Andrews Hill are inconsiderate and block both lanes of traffic leaving Bridle Path Road when there is obviously insufficient room for them to straighten up, but aside from this the timings of the traffic lights clear the traffic coming and going from and to both Heathcote and St Andrews Hill very efficiently.

		<p>Option 2 would be my second choice, except it would be seem more logical to allow traffic from Bridle Path to exit first. My suspicion is that traffic from St Andrews Hill would soon work out the sequence and be tempted to run the red light knowing that the light onto the main road was still green.</p> <p>Option 3 is simply ridiculous. There is no sensible alternative route for traffic from Heathcote heading for Sumner. This option was considered previously and the current system (which works well) was implemented as a result. There would be considerable discontent from residents of Heathcote if option 3 were chosen.</p>
571	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	
572	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>Option 2 is the best of 3 poor options due to the original layout, which is dangerous and hopeless when coming from the hill.</p> <p>To minimise the hold ups and back ups of traffic on St Andrews Hill and Bridle Path Rd the new lights should ONLY be operational at peak traffic times.</p> <p>It would also be beneficial for the turn right light from Main Rd to Bridle Path to be operational in peak times only as we get stuck at that light daily when no traffic is coming from Sumner and we should be able to turn right.</p> <p>Thanks</p>
573	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>Can not believe the CCC did NOT consult the affected Mt Pleasant people until they were already committed to the current plan. Basically most of us have finally got used to what we have although there are so many "near misses" and confusion by non regular users, perhaps option 2 is worth a chance if you want to waste a lot more money.</p>

574	Option 1 - Intersection as is	<p>Whichever layout is deployed must provide safely for cyclists using Bridle Path Road towards and away from the intersection with Ferry Rd/Main Rd. Extending the traffic island as per option 3 narrows the space for motorists and cyclists heading towards the Gondola on Bridle Path Rd creating risk for cyclists from impatient/inconsiderate drivers. The current stretch south of the St Andrews Hill Rd intersection is already narrow/dangerous but at least cars/trucks etc are not restricted from moving to their right allowing space for cyclists.</p> <p>Does the current delay/inconvenience for St Andrews Hill traffic at morning peak hour merit the cost/wider inconvenience of an additional set of traffic lights?</p> <p>A right turn from Bridle Path Rd into Main Rd must be preserved. Why should delay/inconvenience principally at morning peak hour for those who use St Andrews Hill Road heading into Ferrymead/City etc be resolved at the cost of always preventing Mt Pleasant/Ferrymead Valley (incl some Lyttelton) traffic from accessing Redcliffs/Sumner from Bridle Path Rd? It is not just a question of "delay" as indicated in Option 3. There are no other options for Mt Pleasant/Ferrymead Valley traffic (incl cyclists) to get to Redcliffs/Sumner, except traversing hilly and narrow roads for some distance. The St Andrews Hill traffic turning right at Bridle Path Rd at morning peak hour could avoid their current delay/inconvenience by utilising similar hilly/narrow roads at peak hour if they chose and if the current layout was retained. Option 3 would force the Mt Pleasant/Ferrymead Valley traffic wanting to access Redcliffs/Sumner to make a difficult right turn onto an often busy Main Rd at Mt Pleasant Rd, whereas most of the St Andrews Hill Rd traffic at morning peak hour, if using Mt Pleasant Rd due to the unresolved inconvenience, would have an easier left turn. The St Andrews Hill traffic also currently have the option of using Cannon Hill Cres to get to Bridle Path Rd to overcome the morning peak hour delay/inconvenience.</p> <p>Can a 3rd lane just for right turning traffic be created by taking most of the existing traffic island? That would allow 2 left turning lanes on Bridle Path Rd into Ferry Rd/Main Road. This would facilitate the flow of traffic from St Andrews Hill Road onto Bridle Path Rd, especially if Bridle Path Rd sourced traffic to the intersection was encouraged to use (but not restricted to) the far left lane. 2 left turning lanes into Ferry Rd/Main Road would have plenty of time/space to change into the preferred lane for the Ferry Rd/Humphreys Rd Intersection.</p>
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575	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	The traffic "engineers" for this project have displayed a very high level of incompetence and made a real mess of this intersection. Option 3, which is totally unsuitable, is clear evidence of this incompetence!
576	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>Just as construction commenced on the intersection I had communicated to the CCC, the community board and intersection designers that amongst other things that the queuing length on the Bridle Path Road was insufficient (also noted original proposed traffic island layouts would not work due to vehicle turning circles having not been plotted). This has now become obvious with the use of the intersection with numerous cars from St Andrews Hill ending up almost parking perpendicular to the lane on Bridle Path Road in an effort to get into the lane while queuing for a red light. My son also catches the Mt Pleasant Metro bus to High School in the morning and notes that on numerous occasions the bus ends up straddling both north bound lanes of the Bridle Path Road and sometimes even the south bound lane of Bridle Path preventing traffic getting to Heathcote Valley. In addition down hill traffic from St Andrews Hill trying to turn right into Bridle Path Road place themselves at risk due to the number of potential vehicle movements and blind corners reducing the line of vision (e.g. traffic heading north from Heathcote Valley approaches from behind the hill and traffic turning left from Main Road in to Bridle Path Road approaches parallel with only a short perpendicular section). For these reasons status quo (i.e. Option 1) is not an option that should be considered.</p> <p>Option 3 should not be considered as a) the queuing within the right Bridle Path lane is limited to less vehicles (i.e. only 2) than the current Option 1 scheme which is currently poor, b) the ability to get a bus or a long vehicle (truck and trailer) within the lane appears to be limited (have turning circles for a bus and a truck been plotted to confirm they can make the turn and fit into the space within the lane?) and c) preventing vehicles from Bridle Path Road to right at the intersection will be frustrating for them and cause more traffic issues along Humphries Drive with vehicles wishing to turn right after the traffic lights to get back into the east moving lanes of the Ferry Road / Main Road heading to Sumner.</p> <p>Option 2 is currently the only plausible option offered (note there may be other options not tabled by CCC worth investigating further) to improve the intersection. This will slow the traffic movements through the intersection due to another set of traffic light change / sequences required to be incorporated into the current traffic light sequences. The Bridle Path Road traffic will have to clear completely from the intersection at the Main / Ferry Road intersection to allow the green light at St Andrews Hill to be able to immediately enter the intersection on a green. An improvement to the Option 2 intersection may be to make the right Bridle Path Road lane into a left and right hand turning lane as suggested in Option 3. This will allow more traffic to get</p>

		<p>through the intersection in a shorter time frame. As noted for the Option 2 intersection to work efficiently the Bridle Path Road traffic should have two sets of green lights (i.e. Bridle Path Road and then the Bridle Path / Main Road intersection) to clear the intersection and the St Andrews Hill traffic should also get two sets of greens when they go through (i.e. St Andrews Hill / Bridle Path Road intersection and then the Bridle Path Road / Main Road intersection).</p> <p>The other option would have been to have built the intersection as I had suggested originally which would have saved a significant amount of money for the retaining wall that ended being constructed and would not have required all the traffic lights that are now proposed to deal correcting the intersection that was in question when it was originally proposed.</p> <p>I am happy to discuss this further if required (as I did last time with the CCC, the design consultants and the Community Board members) including going through the previous option tabled. Possibly there is an alternative option to those proposed by the CCC that should be considered (e.g. straightening out the St Andrews' Hill Road and making it go directly on to the Main Road). It would be good to have the opportunity to discuss this further with intersection review team. Sometimes one needs to look outside the square for the solution.</p> <p>Please note that I have used my work e-mail address for my contact as I see these e-mail immediately but I note that these are not the thoughts or comments from the company I work for.</p>
577	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	I don't think its a viable option to leave it like it is, Due to the problems the traffic from st Andrews hill rd is causing. I think option 2 is the best of the options as it still allows access to main rd from the Bridle path rd and allows the traffic from St Andrews hill to clear by itself.

578	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>This option is the best of a bad bunch of options in my opinion, but the only feasible one out of these options. Currently, the intersection is dangerous for those coming down St Andrews Hill, as it is almost to drive through it safely if cars are coming from Bridle Path, and turning left from Main Rd.</p> <p>I kept a close eye on the evolution of the changes in the intersection and I think there should be a give way or stop sign further along Bridle Path Rd, as the visibility along there is very limited. I'm unsure why this hasn't been considered.</p> <p>I'm also aware that a qualified traffic engineer in the Mt Pleasant community offered an alternative that seemed quite feasible. Has this been considered? The sketch/plan was offered during the previous submission process and there should be a record of it.</p> <p>I also wish to note that option 3 would be least desirable as drivers coming from Lyttelton and Heathcote would lose their easy access in that direction, and the majority of submitters in the previous process were wanting to be able turn right from Bridle Path Rd. Similarly, to channel all traffic coming down St Andrews Hill into a right turn towards Sumner/Redcliffs seems like poor traffic management, as most of them are usually heading to Ferrymead and beyond.</p>
579	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	We vote Option 2, new traffic signals for this very risky intersection.
580		<p>In order of preference:</p> <ol style="list-style-type: none"> 1. Option 4 (see TRIM 17/169204) 2. Option 1 (Do nothing) 3. Option 2 (Lights) 4. Option 3 (really bad)

581	Option 1 - Intersection as is	<p>We set out below our submission on the proposals for the St Andrews Hill Road (SAHR) intersection. We reside on Marama Crescent on St Andrews Hill and travel up and down SAHR numerous times each day. We have never experienced any difficulties with the intersection at any times of day and for the reasons set out below, we are strongly of the view that no change is necessary. We are also of the view that should either of options 2 or 3 be introduced, this would create other problems.</p> <p>We had the benefit of meeting with the various members of the project team on 1 February which clarified a number of concerns and also reinforced our view that there is no need to make any changes from the current lay out.</p> <p>Importantly, despite the “perceived” danger of the current layout by various persons, we understand that to date there have been no accidents arising directly or indirectly from the current layout. The two reported accidents do not appear to have been caused by the SAHR intersection, nor occurred at that intersection. After almost two years of operation, this accident free record indicates to us that the current layout poses no significant danger and does not warrant either of the proposed alternative layouts.</p> <p>Traffic Flow</p> <p>We travel down SAHR each day and acknowledge that there is a short period of time between 7.45am and 8.15am when there can be a small back up of traffic on SAHR and Bridal Path Road. However this back up is insignificant compared to traffic queues at other intersections in Christchurch at that time of day and is also a vast improvement on what used to occur prior to the introduction of the current layout. In our experience, drivers coming along Bridal Path Road towards the intersection are generally courteous and invite traffic from SAHR to come through thereby facilitating the flow of traffic. At other times of the day there is normally no back up of traffic at all.</p> <p>For this reason we do not consider that traffic flow is an issue warranting changes to the layout.</p> <p>Risk of Collision</p> <p>There is clearly a perception among some drivers that there is a risk associated with crossing from SAHR to the far side of Bridal Path Road. As mentioned this appears to be a perception rather than a reality given the complete absence of any collisions in these circumstances. Traffic from all directions is travelling very slowly at</p>
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this part of the intersection and there is ample time and visibility available to cross Bridal Path Road safely. In fact for any car collision to occur in these circumstances would necessitate either a complete lack of reaction from either driver or a driver's refusal to give way.

It is important to recognise that Christchurch traffic has increased dramatically over recent years and drivers in the city can no longer expect to have 100m of clear road before pulling out across traffic. Given the slow speed of traffic coming

- around the corner from Main Road and
- into the intersection from Bridal Path Road

there is in our view no danger in crossing the intersection. There is ample visibility given the speed of the traffic.

Option 2

Option 2 is designed to remove the risk to exiting drivers from SAHR of approaching traffic from Bridal Path Road and Main Road. As mentioned we consider this risk to be perceived rather than real and this is supported by the past two years of accident free crossings. While this may cure the perceived risk, it comes at a cost of increased delays for traffic on Main Road and Bridal Path Road. Both these roads are far more busy than SAHR and experience much greater traffic delays than drivers on SAHR. It makes no sense to increase the delay for traffic on these already congested roads simply to reduce a relatively small delay for a small number of cars over a short period of time. In our experience that delay on SAHR is no more than 3 or 4 minutes at the busiest time of the day.

Furthermore, outside the busy morning half hour period, the lights will simply add travel time to traffic on each of Main Road, SAHR, and Bridal Path Road without serving any other purpose. Council should not be introducing traffic arrangements which impede traffic flows during the majority of the day unless there are strong reasons for doing so.

On balance, we do not consider that Option 2 creates any meaningful benefit, it simply serves to cure a perceived risk which in practice does not exist. However more importantly it has the disadvantage of delaying traffic on the busier roads of Main Road and Bridal Path Road and also delaying traffic flows from SAHR for the rest of the day outside of the busy period.

		<p>Option 3</p> <p>Option 3 is designed to provide easier access for drivers exiting SAHR without having to give way to traffic from Bridal Path Road. This by itself would be an advantage during the busy morning period as it would help to some extent the traffic flow from SAHR. However practically it is unlikely to assist to any significant degree as the dedicated lane on Bridal Path Road will only accommodate 2 or 3 vehicles at most. Also traffic turning from Main Road will continue to restrict the exit from SAHR thereby limiting the benefit of this option and not assisting with the "perceived" risk.</p> <p>Of greater concern with this option is the inability of traffic from Bridal Path Road to turn to Sumner. While there are suggestions that such traffic can take alternative routes around Ferrymead, this practically is unlikely to be workable and we are likely to see the same behaviour we have seen at other times when turning to Sumner has not been available. Traffic from Bridal Path instead turn up Cannon Hill Crescent and traverse across St Andrews Hill to Mt Pleasant Road and exit to Sumner from there. This route takes them straight past the entrance to Mt Pleasant Primary School, thereby increasing the risk to children. Furthermore the junction of Cannon Hill Crescent and Marama Crescent is an extremely dangerous junction due to lack of visibility, awkward camber and a tendency for drivers to cut the corner at speed.</p> <p>Overall we see no significant benefits from Option 3, only disadvantages and increased risks.</p> <p>We would be happy to discuss any of the above if that would assist.</p>
582	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>I would like option 2.</p> <p>This is fair on people living in both Heathcote/Lyttelton (who use Bridle Path Road to access Sumner) and for people going into town from Mt Pleasant.</p>
583	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>It would be good to keep the right turn from Bridle Path Road towards Redcliffs as we often travel that way to the Redcliffs Medical Centre, Chemist and shops.</p> <p>Its also our quickest route to Sumner</p>

584	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	Another way down from St Andrews Hill comes out further back from the traffic signals on to Bridle Path Road. Motorists must use common sense!!
585	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	
586	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	I do hope that the talking and moaning stop and the situation is fixed, and we don't have to wait till someone is injured or killed - note we use St Andrews Hill Road at least once a day
587	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	Please , please, please do something about this soon, I have two little children and it gives me so much stress everytime I drive down the hill and try to turn right, it makes me so anxious and I feel a panic attack everytime I drive down the hill and have to second guess what people are doing. I am up and down this hill several times a day with school and kindy drop off and work. I know there are people living in Sumner who are trying to sabbotage this change, please listen to us and help us before there is a serious accident or death!
588	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	Option 1 should not be included as this is the disastrous original plan we are trying to rectify. Heathcote Valley drivers will all vote for this as it does not affect them. Option 2 is selected only on the basis of a full traffic light cycle allowing cars to exit St Andrews Hill onto Ferry/Main Road. Not just a five second cycle. I was in a queue of over 15 cars this morning. Option 3 still has the design flaw of option 1. Exiting St Andrews Hill still requires drivers to give way to traffic off Ferry/Main road from both west and east – this is an accident prone planning mistake.

589	Option 1 - Intersection as is	<p>I live in Sumner but my horse is located in Heathcote Valley and I use this intersection 2 or 3 times a day each way.</p> <p>I can see that cars find it hard to cross the road from Andrews Hill; I often think the problem is they cannot see traffic turning left from Main road into Bridle Path Rd and so have to stop suddenly. Although there are yellow crisscross lines I often see cars sitting on the lines, especially in the actual road, meaning I have to stop suddenly when turning from Main Road.</p> <p>my concerns with Option2 is that traffic will still build up in the small area between the 2 sets of traffic lights on Bridle Path Rd and that traffic turning from Main road will get caught in it.</p> <p>My concern with option 3 is that it is suggested turning right traffic onto Main road is to find an alternative route - there is no ideal alternative route. Either traffic goes up over Cannon hill which is time consuming and fuel consuming; or traffic goes to Ferry Road and then Humphreys Drive and then Tidal View which we have done in the past for roadworks and this is also time consuming and its often hard to exit from Tidal View back onto Ferry rd/Main rd.</p> <p>Also, what happens if traffic from Andrews Hill wants to turn right into Main road - can they?</p> <p>Perhaps traffic coming from Andrews Hill should not turn right and should have a turn around area on Bridle Path Road/Cannon Hill area somewhere?</p> <p>the traffic light sensors are great and traffic flows so this is why I think the current layout is fine and drivers need to obey the no go area of the crisscross lines. But, I think that if drivers in the community are dead against the current layout, then option 2 would be the best one.</p>
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590	Option 1 - Intersection as is	<p>Hi Ann</p> <p>My feedback as follows;</p> <p>Option 1 - Do nothing</p> <p>Positives -</p> <ol style="list-style-type: none"> 1. Those that use the intersection have adapted to it's issues as best as each individual can. 2. No major accidents to date that can be attributed to the intersection layout. 3. No major traffic delays at most times of the day for any vehicle entering the intersection for all roads. 4. Less traffic attempting the St Andrews Hill to town intersection at peak times. <p>Negatives -</p> <ol style="list-style-type: none"> 1. Those using St Andrews Hill Rd to town or Sumner have to commit to the intersection as cars appear from either Heathcote or Main Rd after the left / right /left check has confirmed no traffic was entering the intersection. Due to short entrance / sighting conditions of other vehicles too many close shaves have occurred. 2. The holding box for traffic wishing to enter Ferry Rd or Main Rd from St Andrews Hill rd or Bridle path is too small for the volume of vehicles using the intersection. 3. Traffic wishing to turn right from Bridle Path Rd onto Main Rd can block the entrance of vehicles wishing to enter Ferry Rd from St Andrews Hill Rd - 3 cars will block this path way. 4. If the intersection has not been encountered before, those travelling on St Andrews Hill Rd to Ferry Rd are uncertain who to give way to and tend to not move. They are confused not only who they are to give way to, they are also confused as to where they are to place their vehicle when they move through the intersection. 5. More traffic travelling on Cannon Hill Rd to Bridle Path rd to avoid the St Andrews Hill part of intersection meaning more traffic travelling to the intersection along Bridle Path Rd than previously. 6. Intersection designed more for cars than larger vehicles. 7. Traffic will do a U turn from Ferry Rd to go back along Ferry Rd when Bridle Path Rd has green arrow to enter Ferry Rd. 8. Traffic will do a U turn on Bridle Path Rd in an attempt to enter St Andrews Hill Rd. 9. Those entering the intersection from Bridle Path Rd or left turning from Main Rd into Bridle Path Rd have vehicles crossing their path from St Andrews Hill Rd which can create close encounters if any of the drivers are aggressively driving.
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Summary

Most issues involve those using St Andrews Hill Rd entering onto Bridle Path Rd, most other issues are encountered at most intersections.

Option 2 - Light St Andrews Hill Rd

This option attempts to control those entering the intersection from St Andrews Hill Rd and is therefore the safest option.

Phasing of the lights is critical to the success of this option. After discussions on 1 February with the experts the following was my conclusion of how the light phasing was planned - but I was also advised this is a flexible plan depending on traffic flows at any given time.

1. St Andrews Hill Rd & Bridle Path Rd will have Red while traffic flows in both directions on Ferry Rd and Main Rd.
2. St Andrews Hill Rd will be offered first entrance into the intersection and will have left arrow green onto Main Rd. Main Rd to town will be red, Ferry Rd to Sumner will be green, Ferry Rd to Bridle Path Rd will be red. I believe that this phase should also allow green right on to Main Rd for those entering the intersection from St Andrews Hill Rd that wish to travel to Sumner as if more than 3 cars wish to do this in the phase it will block the intersection for all other vehicles wishing to travel to town.
3. St Andrews Hill Rd will go red and Bridle Path Rd will go green. Main Rd will remain red and Ferry Rd will be green for Sumner traffic and Right turning traffic into Bridle Path or St Andrews Hill traffic. This is where the box of holding traffic may cause issues as those on Bridle Path Rd wishing to turn right into Main Rd will be held at Main Rd potentially blocking any traffic entering the intersection from St Andrews Hill Rd on the next phase until they clear the intersection on that same next phase.

After discussions with the experts the solutions were as follows

1. The right turning lane on Bridle Path rd to Main Rd becomes a Left and Right turning lane and has green for both the St Andrews Hill phase and the Bridle Path phase. This will increase the traffic flow numbers as two lanes can be used to clear left turning traffic.
2. At the end of the Bridle Path Rd phase the Bridle Path lights turn red prior to the lights at Main Rd to allow the holding box to clear. This will ensure no traffic is blocking vehicles entering from St Andrews Hill Rd at the next phase.
3. A Radar warning sign is set up on the blind corner of Bridle Path Rd to warn traffic there are cars queuing at

		<p>the intersection.</p> <p>The major issue with this plan is Main Rd and Ferry Rd will be Red through these phases and those turning right from Ferry Rd to Bridle Path / St Andrews Hill will require an additional phase to clear them which will delay Main Rd longer than present phases do.</p> <p>Summary Some positives with additional number of negatives.</p> <p>Option 3 This option is not worth discussing as the holding box will only allow 3 cars in the St Andrews Hill Rd lane and therefore create longer queues on St Andrews Hill Rd and loss of right turn from Bridle Path to Main Rd. I believe the turn from St Andrews Hill Rd into the holding box will be too tight for large traffic like buses and truck trailer units.</p> <p>Conclusion Option 2 the best BUT only if light phasing and traffic control processes optimize traffic flow. From my discussions the plan offered for traffic light phasing was not suitable to allow clear movement of traffic from St Andrews Hill Rd through the intersection, therefore creating frustration and potential issues. If the phasing is not at optimum on option 2 then I would prefer option 1.</p> <p>I do hope this makes sense and I am happy to help discuss this with anyone that wishes to have me explain this clearer.</p>
591	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>The intersection will be the site of many accidents coming off St Andrews Hill Rd as it is there are too many ways traffic can suddenly appear as you attempt to cross Bridle Path Rd.</p> <p>Also traffic turning into St Andrews Hill from Main Rd or Ferrymead Bridge can't show their intentions until too late to turn out in front of them</p>

592	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	
593	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>The current road layout is simply appalling and indicates a clear lack of both understanding and professional responsibility on the part of the traffic engineering section of either CCC or the appointed private consultants.</p> <p>Mt Pleasant traffic was always going to present the largest volume and should have been given precedence to Heathcote who have alternative routes via the motorway and to Brougham Street.</p> <p>How someone has not been seriously injured is pure good fortune.</p> <p>Good urban design should not be led by traffic engineers, they simply have no appreciation of the wider issues and have a preoccupation with traffic flow. This is not what good planning and urban design practice should deliver. Who is now paying for this re-design?</p>
594	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	
595	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>While Option 1 is more convenient for me, I believe Option 2 is the safest option, allowing turns to and from all directions. Option 3 would require a u-turn at some point or people will turn in unsafe ways. Option 1 is clearly bothering residents that use it frequently. Option 2 does seem the most sensible.</p>
596	Option 1 - Intersection as is	<p>With the growth of housing and population in Heathcote Valley and Lyttelton it would NOT be a safe option to remove the right turn at the end of Bridle Path Road.</p> <p>This would hugely increase the flow of traffic along Port Hills Road. This is a main route that children take to and from school. Keep our kids safe!</p> <p>We don't want more traffic in Heathcote or Tunnel Road. Spreading traffic is safer</p>

597	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>It is without a doubt danger every time we enter the intersection from St A Hill Rd.</p> <p>At peak times many cars from the hill are using Cannon Hill or B.P. Road to get to the city and the speed on B.P. Road is excessive as they try to catch the arrows looking both left and right to watch for traffic from Main Road is difficult because of the angle of the entry from St A Hill Rd into the intersection. There has been far too many near misses and ridiculous driving behaviours already.</p> <p>Reluctantly I vote for lights all round</p>
598	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>Option 2 most logical but still does not allow right turning traffic from Bridal Path Road to turn up St Andrews Hill. Why not?</p> <p>Also does not solve the bizarre problem turning right off St Andrews Hill and being stuck at a 45 degree angle in the middle of the lane, any change would be an improvement on the weird layout currently</p>
599	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>Option 2 is unworkable and will result in more congestion in Ferrymead as drivers attempt 3 turns or other in order to access eastern suburbs of Mt Pleasant, Sumner etc</p>
600	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>Option two is the only suitable choice.</p> <p>The St Andres Hill Road at present, is so bad that we only use the Cannon Hill extension to Bridle Path Road</p>
601	Option 1 - Intersection as is	<p>I support the status quo for the intersection: I believe Option 3 is totally unacceptable and Option 2 is too expensive as a solution to what is really a very minor traffic management issue. I frequently (5-6 times per week) use this intersection at peak-traffic hours and I have never seen more than 5 or 6 vehicles waiting to complete their descent from St Andrews Hill Road. The demands and complaining from the Mount Pleasant residents has been relentless and carping. Any delays and any dangers have been greatly exaggerated. Option 2 may meet their demands but they will STILL have delays, at a great cost to the ratepayers.</p>

602	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>I feel the current traffic controls are an accident waiting to happen. I travel this route often several times per day and often have had vehicles rush across from St Andrews Hill into Bridle Path in front of me.</p> <p>At times they will build up to 2-3 almost blocking for thru traffic.</p> <p>Option 2 would be better control stopping these risky moves</p>
603	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>I am pleased at least we are getting the opportunity to have a say again though if the proper process had been followed through last time after public consultation and previous decisions made then we wouldn't need to. How this current configuration ever was considered to be an appropriate solution is beyond me as it simply is unsafe</p>
604	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>Yes, way it is - is dangerous.</p> <p>Pleased that this has been recognised</p>
605	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>Very dangerous intersection at the moment</p>
606	Option 1 - Intersection as is	
607	Option 3 - No right turn from Bridle Path Road	<p>The initial planning of this intersection was badly flawed and it should never have been constructed. The options currently available are all less than ideal. This intersection will be a daily feature of life for Mt Pleasant residents for many years to come. Rather than trying to paper over the problems with a minimal budget, the intersection planning process should start from scratch with the goal of fixing it properly for the next 20 years.</p>
608	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	

609	Option 1 - Intersection as is	<p>Option 3 has 2 glaring Issues</p> <ol style="list-style-type: none"> 1. Recreational cyclists especially at the weekend will not be able to turn right to head to Sumner (this is a well established circuit) They will need to use the pedestrian crossing to achieve this - yeh right ! this no right turn option will lead to accidents with cyclists trying to cheat the system and maybe even a fatality 2. Moving a inconvenience from one group in the community to another group in creating a no right turn. 3. Has there even been an accident in the current configuration? Perhaps better driver education or creating better visibility back up Bridle Path Road from the intersection <p>Perhaps the best option is to make it one way up the hill from bridle path road as there are several other exits to main road available.</p>
610	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>I would like to retain the ability to turn right into Main Road at the intersection as its easier and safer here with traffic signals than it is on Mt Pleasant Road or coming down Soleares and trying to turn across the busy traffic.</p> <p>The intersection itself would work much better if the give way or traffic signal as is proposed, was on the Bridle Path Road side leaving St Andrews Hill road with the right of way. Traffic can back up much more easily and safely, without blocking an intersection, if the road that they are waiting on does not have a turn in it. It would mean no more vehicles stopped in the middle of the intersection trying to get across - (the yellow lines are not really working). I would be thinking that the bus drivers dislike the right turn out of St Andrews Hill rd as well as they currently have a reasonable wait before they have room to turn. If St Andrews Hill road was had right of way buses could keep turning without the wait and better keep their schedules.</p>

611	Option 1 - Intersection as is	<p>I do not favour Option 3. Having no right turn blights Te Awakura and Mt Pleasant roads, moving non-essential traffic onto those roads and congesting those intersections with Main Road.</p> <p>Option 2 will be favoured by many but I fear the perceived safety obtained by this option will come at the cost of traffic flow. There are already far too many 'dumb' traffic light controlled intersections in Christchurch at which traffic sits on a red with zero throughput in the crossing lane. This option carries with it a presumption of success but there is no guarantee that this option will not bring another change. The delay in concluding the works on St Andrews Hill has shifted traffic flow to the Cannon Hill Crescent descent (and thus Bridle Path). Introducing traffic signals may shift the traffic flow in other, unexpected, directions.</p> <p>I favour Option 1. A silk purse cannot be made from a sow's ear. Leave it alone. BUT. If traffic on Bridle Path Road can be slowed, even marginally, it will buy time for better decision making by drivers exiting St Andrews Hill. Warning signs or rumble strips in the road (leaving gaps for cyclists to ride through) may, may, have a slight effect. Otherwise leave the intersection alone.</p> <p>90% of the time I use St Andrews Hill to exit I am riding a bicycle. Ironically the intersection is safer and works better for me when it is loaded with stationary cars. Having lights on the exit of St Andrews Hill will delay me compared to the current design. This is another reason I favour Option 1.</p>
612	Option 1 - Intersection as is	<p>I believe option 1 is workable with public goodwill and is the most cost effective solution overall. Option 2 is not good value for money as traffic will be slower all the time for the questionable/doubtful advantage at peak flow. Option 3 is not an option: it is untenable, unworkable and should never have been offered.</p>
613	Option 1 - Intersection as is	<p>As a frequent user of this intersection multiple times on a daily basis, the existing traffic controls work very well as they are. Introducing further controls will incur more traffic light phases and congest the traffic through this intersection even more than at present, plus even more so at peak times and very likely to cause traffic to back up through to and beyond Ferry Road/Humphreys Drive intersection. Increasing traffic congestion will increase the likelihood of traffic accidents and incidents. To even think of introducing "No right turn from Bridle Path Road" how outrageously ridiculous is that. PLEASE LEAVE THE INTERSECTION CONTROLS EXACTLY AS THEY ARE.</p>

614	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>For vehicles I'm happy with the intersection as it is, but it needs to be safe for everyone and I believe that the additional signals in Option 2 will make it safer for less confident drivers and in particular for cyclists. I am both a vehicle driver and a cyclist.</p> <p>Having no right turn from Bridle Path Road would be detrimental and would likely result in bad manoeuvres and unlawful turns. Particularly for cyclists who would need to turn left and then cross lanes of traffic to get back to Sumner, or get off the bike and using the pedestrian crossing which is neither good for the cyclist or pedestrians.</p> <p>When the Lyttleton-Sumner road reopens, "Short Bays" will quickly reestablish as a popular loop for cyclists which includes turning from Bridle Path Road towards Sumner, or the other way around depending on which direction you do the loop. And Short Bays is often done during the week as an afterwork ride and when roads are busy. So Option 2 I believe would make it most safe.</p> <p>Option 2 gives the most flexibility for turning right or left from Bridle Path Road, keeps the division between cyclists and pedestrians, and makes it safer between cyclists and vehicles. It will delay vehicles which I am not looking forward to on my daily commute, but happy to have the delay in order not to lose the right hand turn from Bridle Path Road.</p>
615	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>A right turn from Bridle Path Road into Main Road (to Redcliffs and Sumner) MUST be maintained - it carries a significant amount of traffic.</p> <p>By eliminating the Bridle Path Road right turn you would just transfer the St Andrews Hill Road exit problem to the presently right turning Bridle Path Road traffic.</p>
616	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>Currently I do not have issues with the intersection. However, I do not need to travel at peak traffic times so have only heard anecdotally of the difficulties experienced regarding those coming from St Andrews Hill. When I see downhill traffic waiting to cross I make a determined decision to allow hill traffic to cross the intersection if there is space to allow them ahead of myself turning in either direction into Ferry Rd. Lights would address the holdups and safety issues coming off the hill. However, it is costly when courtesy does work.</p> <p>I am not in favour of option 3 because it compromises issues in and out of Heathcote Valley. Typically Bridle Path Rd is used by residents of Lyttelton, the harbour bays, Redcliffs and Sumner as well as Heathcote. Finding alternatives routes once turned left at Ferry Rd is not easy for tourists and visitors to the area and does not</p>

		<p>support fuel economics and stress-free motoring. It would be very frustrating for recreational cyclists to have to get off their bikes to turn right and has the potential of promoting more risky u-turns. The Heathcote area has been promoted as a recreational area and many cyclists come and go as part of their training from the city to Sumner and back. Making hurdles for cyclists is not in keeping with the Councils policy to promote cycleways for both commuting and recreation.</p> <p>My opposition to option 3 is also because the residents of St Andrews Hill have several other alternative routes which could be used instead of coming down at this intersection. There are no easy alternatives for Bridle Path traffic wanting to turn right. A random thought but a real discouragement would be to stop downhill traffic exiting there altogether. Ferrymead Tce could be upgraded and become the default route for downhill traffic. As a one way lane it would be a natural deterrent to those coming down. The uphill road could be maintained.</p>
617	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	Option two is preferred. This retains access in and out of Heathcote Valley. Turning right out of bridle path road to sumner is heavily utilised now and it would be good to retain this. Leaving as is would increase the chance of accidents and I have observed a number of near misses.
618	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	At the moment it is a nightmare trying to exit from St Andrews Hill Rd. You have to rely on the goodwill of drivers coming from Heathcote on Bridle Path road to let you across the intersection. Traffic banks up on St Andrews Hill Rd.
619	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	Whilst traffic signal alterations are taking place, better provision for cyclists travelling west from Sumner on the coastal path wishing to gain access to the south side of ferry road bridge would greatly affect the users experience.
620	Option 1 - Intersection as is	

621	Option 1 - Intersection as is	<p>We have lived on St Andrews Hill for approximately 13 years. We make regular trips down St Andrews Hill Road; basically 2 return trips per day including at busy times. We have found the current intersection layout easy to use and have remained in wonder as to what the ongoing fuss is all about.</p> <p>People say there are some “technical” problems with the intersection.</p> <p>a) that, for the driver coming down the hill, it is hard to see traffic turning left into Bridle Path Road from Main Rd (from Sumner direction). Sure, one has to be alert to this possibility, but we have never had any sort of a surprise or fright from this situation. In fact we have hardly ever encountered a vehicle making this turn while we have been using the intersection.</p> <p>b) that, for the driver coming down the hill, there can be a surprise in terms of traffic coming from the left i.e. from Bridle Path Road; i.e. there is not much time to see this traffic given the intrusion of the hill into the line of sight. It is fair to say we have encountered this sort of surprise but it is very rare and has never been an issue. The traffic coming along Bridle Path Rd is generally pretty considerate and, it must be said, the yellow cross hatching that was installed some time ago has made downhill people like us take more care and “ think twice” before moving out into the intersection</p> <p>In terms of b) above we comment that we have always thought that “roundabout rules” should apply at the bottom of St Andrews Hill Road. We nearly have that now, and we pretty much would have if the traffic coming along Bridle Path Road was required to give way to traffic coming off St Andrews Hill. Such a rule would basically eliminate issue b) above.</p> <p>In our view the answer to the issue, if indeed there is an issue, is to leave the intersection as is; or to require the Bridle Path Road traffic coming from Heathcote to give way to those coming off St Andrews Hill. Surely we do not want more traffic lights, a lighted forest such as we are seeing at some intersections in the central city.</p> <p>One final comment – way back in early design stages for the intersection the promoted plan showed no right turn from Bridle Path Road onto Main Road, towards Sumner. That caused something of an uproar and the design was completely reconsidered, and became more complicated. What we have now arises from that “community imposed” complication, especially as we recall pressure from Bridle Path Rd users. Also what we</p>
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		<p>have now – the right turn towards Sumner – is valuable and needs to be retained even though it may be at the cost of some other minor inconvenience – e.g. a need to give way to traffic coming off the hill</p> <p>Option 1 – Yes, although a give way sign on Bridle Path Rd (traffic from Sumner) could usefully be added</p> <p>Option 2 – No, not necessary</p> <p>Option 3 – No, the right turn is valuable</p>
622	Option 1 - Intersection as is	<p>Option 1 is my preference</p> <p>Thank you</p>
623		<p>We usually live in Port Hills Road, but 3 days a week my husband works in Sumner and our children go to Redcliffs School, therefore we use the intersection many times a week. As we submitted last time this in the consultation for the Main Road, having a straightforward right hand turn is essential for the many people travelling that way each day, as well as for any tourists and visitors travelling the route from Lyttelton or the gondola around to the beaches.</p> <p>For the many months that the right-hand turn was not available, it required a time-consuming detour around Tidal View and often people would make messy u-turns at the beginning of Humphreys Drive. It was certainly not an ideal situation, and it really would be going backwards to remove the option of the right-hand turn. (What would the alternative be? Directing the traffic up and over Canon Hill Crescent, already busy with school traffic and children at Mt Pleasant?)</p> <p>I do think the Main Road traffic has been flowing much more smoothly with the lights in and the two lane road, so it would be a shame to interrupt that. But I haven't used the St Andrew's downhill very often – so I'm not sure of what the particular concerns are there. But I would like to voice my support and my husband, Colin's, for either of the options that maintains the right-hand turn.</p> <p>I hope this is okay to send to you, to forward into the mix of feedback.</p>

624

Thank you for giving Environment Canterbury (ECan) the opportunity to provide feedback on the St Andrews Hill Road / Bridle Path Road / Main Roads intersection (hereinafter referred to as “the intersection”) upgrade options.

ECan is the main provider of public transport in Greater Christchurch. Ferry Road and Main Road are a main bus corridor providing access to the south-eastern suburbs. The intersection bears operational significance to the city’s bus network. In particular, the proposed changes to the intersection have implications for the following three bus services:

- Purple Line: travels via Ferry Road and Main Road to Sumner;
- Route 140: travels via Ferry Road and St Andrews Hill Road to Mount Pleasant; and
- Route 535: travels via Ferry Road and Bridle Path Road to Lyttelton.

ECan prefers Option 2 over Options 1 and 3 for the following reasons:

- Option 1 Keeping the status quo is unsatisfactory for bus operation. Currently, traffic exiting St Andrews Hill Road is controlled by the give-way sign only. To pull out, the route 140 buses have to wait for traffic approaching from both the left and the right to clear. This causes delays and poses a potential safety risk.
- Option 3 Banning right turn from Bridle Path Road is an improvement from Option 1 as it separates the traffic exiting St Andrews Hill from traffic from Lyttelton on Bridle Path Road. However, buses exiting St Andrews Hill will still have to give way to traffic approaching from the right.
- Option 2 Signalising the St Andrews Hill intersection enables traffic to exit St Andrews Hill safely as it will no longer need to wait for traffic approaching from Ferry Road, Main Road or Bridle Path Road. This would reduce delays for traffic on St Andrews Hill with merely minor impact on traffic flow on the other three roads.

As the proposed project will have an impact on bus services in the area, ECan would like to ask to be involved throughout all stages of the project, and provide input/assistance where necessary. We look forward to working with Christchurch City Council on improving the intersection.

625		<p>Hello</p> <p>I am a resident of the upper reaches of Cannon Hill Crescent and regularly use the new St Andrews Hill Road intersection when travelling between the my house and the city and back. I am pleased you have identified the safety problems with the current intersection design and are considering alternatives, it needs to change, the status quo is not acceptable and is dangerous.</p> <p>I believe that the option of reinstating separate St Andrews Hill Road and Bridle Path Road intersections at Main Road should have been considered further, not discarded. This solution was proven to work very well in the past and could work well again in the future.</p> <p>In my opinion some of the main disadvantages that caused you not to consider this option further are not valid and that this option is superior to either of your proposed solutions.</p> <p>St Andrews Hill road would not have to be left in/left out only with this arrangement. Traffic heading east crossing the Ferry Road bridge could have the option of turning right into either Bridle Path Road or St Andrews Hill Road and traffic coming out of St Andrews Hill Road could turn right onto Main Road in parallel with traffic turning right out of Bridle Path Road. Both of these desirable outcomes could be achieved with road markings and traffic signals. There would however be no right turn out of Bridle Path Road. I also do not believe it would result in a very steep grade on St Andrews Hill Road. In fact by locating the intersections of Bridle Path Road and St Andrews Hill Road with Main Road immediately adjacent to each other I believe this option could be achieved with only minor changes to the existing road layout. Please see attached sketch of how this could be achieved. This is done primarily by using the space of the current traffic island to provide room for a extra lane.</p> <p>Please give this option the consideration it deserves. Lets do this right this time.</p> <p>SEE TRIM 17/187099 FOR IMAGE</p>
626	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>The intersection has been contention from the start - after 60 years living on Mt Pleasant hill I couldn't believe what I saw emerging when it was being constructed and voiced my concerns with the managing team at the time. It only works today due to the courtesy of folk coming from Heathcote, many of whom give way to St Andrews hill Rd traffic turning right at bottom) when cast on an angle trying to get into the Main Rd/Ferry Rd. Furthermore fewer can come from Heathcote down Bridle Path Rd.</p>

		<p>At Least there have been no accidents so far (I think)</p> <p>I'm unsure about either Option 2 or 3 Please see below</p> <p>Option 1 : Working except for: (1) Downhill St Andrews Hill traffic turning right at bottom of hill tricky - often cast on an angle trying to queue for ferry Rd - particularly difficult for larger vehicles & turning vehicles. Relies on Courtesy of Heathcote traffic but not much time to see what's coming (from Heathcote) (2)the right turn to St Andrew's Hill Rd/Bridle Path Rd from the City needs a longer green arrow</p> <p>Option 3: Would be the easiest solution but would mean traffic can't turn (R) from bridle Path Rd to go to Redcliffs/Sumner. There would also be serious queueing problems as not enough space</p> <p>Option 2: In the current configuration there needs to be some sort of give way from the Bridle path traffic to St Andrews Hill traffic coming down the hill. probably lights would be best. However I see a light in the median strip nearest main Rd which may cause problems. There will be longer queuing times with this Option</p> <p>A Solution?</p> <ol style="list-style-type: none">1. Take the 'nob' off the sidebank(perhaps create a cantilevered footpath (North side) to give extra room could make the hillside more attractive) that was created to allow easier access up the hill (create a new lane up) hill there to be re-graded.2. Split the downhill traffic into 3 lanes (using part of the uphill lane) near bottom of hill and remove most of the new bigger island allows (1) Free L turn into Heathcote (2) Using lights, from St Andrews Hill, there will now be 2 lanes to more easily slip into the 2 bridge lanes which will also move the traffic faster (Traffic from Sumner will be stopped at this point. I've tried to illustrate this on the enclosed diagram on option 2
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627		<p>My apologies but a sudden family illness meant that I was not able to submit this view before the close of play yesterday. However, if it could be put in the mix it would be appreciated. I did raise the idea at both the consultation meetings (at Mt Pleasant and Heathcote) with the appropriate planning folk.</p> <p>I propose Option 4 because NONE of the three options are acceptable either because of the considerable disruption they would cause or the excessive amount of money required to implement it.</p> <p>Option 4 involves extending the yellow “no park” lines right across the road to the footpath so that traffic from Heathcote end of Bridle Path allow traffic to enter the flow from St Andrew’s Hill. Then the second part is to ensure that when the left turn onto Ferrymead Bridge arrow is green, that the left turn from Main Rd into Bridle Path and the right turn from Ferrymead Bridge into Bridle Path Rd are both on red lights – at least for some of the time.</p> <p>The current situation is that when the traffic is flowing left from Bridle Path Rd onto Ferrymead Bridge, which is the only time that there is space for St Andrew’s Hill folk to get off the hill onto Bridle Path and turn left, there is traffic coming in front of them either from the Bridge or Main Rd. So free up this space for them and I think that a considerable amount of the problem will be solved.</p> <p>The traffic folk at the meeting said at the time that they would give this a trial so I really hope that it can be trialled, advertised and evaluated as a cost effective and I hope successful attempt to resolve this problem.</p> <p>With thanks,</p>
628	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>I feel option two is the only safe option for the intersection.</p> <p>Currently I triple check before crossing the two lanes and I still find cars speeding round the corner either from Bridle Path Rd or turning into it.</p> <p>It's very un-nerving with two children under 2 yrs in the car.</p>

629	Option 1 - Intersection as is	<p>Traffic lights on St Andrews Hill Road is "over-kill". Most of the time (more than 90%) is safe and easy to exit St Andrews Hill Road on to Bridle Path Road.</p> <p>All you need to do is get the vehicles travelling a long Bridle Path Road toward the bridge to SLOW down, allowing vehicles to complete their approach off St Andrews Hill Rd more safely.</p> <p>90% of the time vehicles will have to wait at lights on St Andrews Hill Road when they wouldn't have to.</p>
630	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	
631	Option 1 - Intersection as is	<p>Option 1 is the best option - but it is still not good.</p> <p>This should have been a large round about before the positions of St Andrews Hill Road were changed</p>
632	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	
633	Option 1 - Intersection as is	Seems to work
634	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	<p>I have chosen option 2 as I think it will be the option of least frustration and least confusion. Heathcote/Redcliffs communities are close regarding sports/after school activities/doctors/shops etc etc. Not being able to turn right from Bridle Path Rd would be a disaster (as it was during construction of the bridge) and possibly result in more accidents.</p> <p>Confusion as to what lane to go in (and more traffic up Ferrymead Tce to enable turning right).</p> <p>Either that, or leave as is, but that doesn't work for St Andrews Hill residents, - so option 2</p>

635	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	I consider: a) In the interests of safety, the intersection must not be left as it is. B) While there might be delays from Option 2, it treats users more equitably, because c) Given the lack of alternatives for the users coming from B Path Rd this would be very convenient for them
636	Option 1 - Intersection as is	
637		Too many controls allowing people to turn every which way. The Bridle Path Road provides access for fewer people who have alternative routes. St Andres Hill residents are much greater in number and their access either way should be dominant. This means 1. NO RH turn from Bridle Path Road into Main Road. 2. NO LH turn from Main Rd into Bridle Path Road 3. NO RH turn from Main Road Bridle Path Road. Note - You can still turn right from Main Road and go up St Andrews Hill Road
638	Option 1 - Intersection as is	I have no problem
639	Option 1 - Intersection as is	
640	Option 2 - New traffic signals on St Andrews Hill Road and new pre-signals on Bridle Path Road	St Andrews Hill Road is the main/only access for residents of Mt Pleasant to the city, especially in the morning traffic hours. Traffic from Main Road to Bridle Road and St Andrews Hill Road is not busy in the morning rush hours. Therefore, option 2 is the way to go, without changing the traffic flow at present.