

Name	I/We	Comments
Hugh Barnes	do not support the plan	<p>Thank you for the opportunity to comment and the patience of your representatives at the drop in session last week. The consultation period seems very short and happens when many people are busy or away. Seems to be happening in a time of great flux with the Te Ana marine being developed, which may invalidate data. Also there is significant residential development above Voelas (Walkers/Harman/Dalley).</p> <p>I'd like to know:</p> <ul style="list-style-type: none"> a. Which other options have been explored? b. What data and observations have been made to notice the problem? <p>I noted in the drop in session that you recognise that a solution needs to be considered systematically in combination with Voelas / Cressy, Simeon/Voelas, Simeon/Cunningham, and Godley/Simeon. While the proposal undoubtedly achieves its goals at the Brittan/Simeon intersection:</p> <ul style="list-style-type: none"> c. It probably makes Voelas/Cressy/Brittan intersection worse (queuing at Brittan and more traffic on intersection) d. It will likely improve Voelas/Simeon uphill corner cutting and boy racers congregating at top of Simeon. <p>From my perspective, I am concerned that the proposal will increase noise on Voelas between Brittan Tce and Simeon Quay - more traffic and low gear. If it goes ahead, I would like noise impact assessed and abatement options examined. We may also see an increase in traffic along the residential Voelas Rd split from 13 to the wall (above nature strip), and would appreciate discouragement for non-residents on this section if the proposal goes ahead.</p> <p>I wonder if the proposed solution will encourage bad/illegal behaviour especially during quieter times e.g. cars going straight ahead at Simeon Quay if they think they can get away with it, or going against the one way on Simeon ramp. I question whether the proposed solution downhill on Simeon requires a stop rather than Give Way.</p> <p>I sympathise with the concerns of residents above Simeon Quay wall, upper Voelas Road and Cunningham Tce about extra travel time and inconvenience, and with residents of 5 Simeon Quay pulling out into higher speed traffic.</p> <p>Thank you.</p>
Jono Hopley	do not support the plan	<p>I strongly oppose this plan. In my opinion this "proposed intersection improvement" will only move the problem to the Voelas Road and Brittan Terrace intersection. This intersection is busy & dangerous enough let alone if you propose redirecting all of the current traffic using Simeon Quay via Voelas / Brittan intersection. This intersection currently caters for all of the Cressy Tce traffic with double stop signs and poor visibility because of the slope & the wall. Without viewing any proposed improvements to the Voelas Rd / Brittan Tce and the Voelas Rd / Simeon Quay intersections I don't believe anyone could make the required, informed decision regarding these proposed changes. Painting the existing, but extremely faded yellow stop lines, adding rumble strips approaching the stop sign would work better.</p>

Linda Pringle	do not support the plan	<p>1. Unsafe awkward access for left turning onto Voelas Rd travelling eastward on Brittan Tce. Traffic flow will be interrupted just the same as it apparently is at the corner of Simeon/Brittan with this very awkward turn space. Turning left at Simeon is much safer as traffic is slowing for the intersection.</p> <p>2. Impact on Cunningham Tce: increased westward vehicles accessing Voelas Rd & roads off that; encouraging illegal parking on Cunningham Tce as there are no public spaces to turn a vehicle around to face the correct way if travelling from the eastern end (Cunningham Tce has No Parking lines along the seaward side of the street). Where private parking is open to the street contractor & non resident vehicles turn around posing an already high level of risk to children at these addresses & an increase in vehicles risks an increase in this behaviour.</p> <p>3. Impact on Cressy Tce: increased numbers of vehicles needing to access West Lyttelton if coming from Corsair Bay area. Both Cunningham & Cressy Terraces have no footpath & increased vehicle numbers make it very unsafe for pedestrians.</p> <p>4. The claim that an increase in oversize vehicles impacting traffic patterns should not be a long term factor as they will return to Sumner Rd when repairs are finished. If that was a key driver it should have been looked at when Sumner Rd became unavailable.</p>
Karen Moke	do not support the plan	<p>The consultation process was flawed. A convenient strategy for CCC was to have the meeting at a time which would make it difficult for people to attend. There was no presentation giving factual information to justify this proposed change. The process was very inadequate, and the quality of how information was conveyed was poor.</p> <p>The proposed plan will, in fact, make traffic go faster around the Simeon quay. Now travel need to stop, this also allows people to cross the road more safely. I also question the right hand turn into Voelas road. The CCC representatives said there was plenty of room and that safety would not be compromised. How?</p> <p>My last question is why is this being done independently of the rest of the potential road problems in the future that will occur when the marina is open.</p>

<p>Helen McCaughan</p>	<p>do not support the plan</p>	<p>I strongly object to the proposed changes in this plan.</p> <p>The proposed works do not improve the safety of users, and in fact increase the risks to users and likelihood of incidents, due to the potential increased speed of vehicles travelling along Brittan Tce turning into Simeon Quay.</p> <p>This increased speed particularly increases the risk and consequence to pedestrians heading up or down Simeon Quay trying to cross Brittan Tce, and traffic exiting the upper Simeon Quay road. The current situation requires cars to stop at the end of Brittan Tce and this gives time for pedestrians to cross. Increased speeds and the lack of the stoppage will increase risk to pedestrians and this intersection. This increased speed will also increase the risk to people coming down off the upper part of Simeon Quay, where the Give Way sign is</p> <p>The proposed works will mean that people travelling to west Lyttelton (Voelas Rd, upper Simeon Quay, CunninghamTce, Walkers Rd, Fitzroy Head, Harmans Rd, Dalleys Lane, and top of Bridal Path) will be required to make a significant detour which will require them to turn right into Voelas Rd from Brittan Tce and then through the Give Way to continue up Voelas Rd. This will require additional time waiting for Brittan Tce traffic to clear and may cause frustration if queues start to form. This is also not a particularly safe place for cars to stop, given the speed of those continuing on Brittan Tce and the proximity to the bus stop. This is a complex and often busy intersection, with six road sections connecting into it (Including Cressy Tce and the double uphill section of Voelas Rd).</p> <p>The condition of the Voelas Rd, Brittan Tce, Cressy Tce intersection and the width of Voelas Rd between Simeon Quay and Brittan Tce is substandard. There are effectively six roads at this intersection, and with the increased turning movements and difficulty of turning into Voelas Rd, it could increase the risks to users of an accident happening, especially with the increased Brittan Tce vehicle speeds.</p> <p>There will also be an increased difficulty when coming down Voelas Rd and into Simeon Quay, because of the proposed Give Way of Stop sign there and the increased vehicle speeds coming up Brittan Tce.</p> <p>I currently bike up Simeon Quay to Lyttelton West and with the proposed works, I will have to now bike up the lower section of Voelas Rd, which is a steep section of road. This steepness, combined with having to stop and turn right, increases the difficulty of getting home. Pulling over to the centre of Brittan Tce to make the turn into the steep Voelas Rd is a tricky and slow manoeuvre. This therefore increases the risk to cyclists and makes the ride less appealing. There are many Lyttelton West people negatively affected by the proposed works and it does not appear to have any safety benefits for these people. I attended the drop-in session (7 December) and was disappointed that although it was offered as an information session the presenters supplied no information, beyond what was already on the flier. They made several comments about technical and safety improvements, and traffic analysis, but were unable to provide any of that information to us. Also, the timing of the session was quite inconvenient for the majority of working people, particularly those who work in town. Ideally these things will be addressed in the future in order to make these processes more effective and accessible for the people who pay for them (the rate payer).</p>
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June Booth	do not support the plan	<p>The proposed change for traffic travelling west from Lyttelton causes safety and inconvenience to residents returning to Cunningham Tce, Voelas Rd, Webb Lane, Dalley Lane, Walkers Road and the subdivision above Walkers Road. Motorists travelling to these streets would need to carry out a right hand turn from Brittan Tce onto Voelas Rd in the face of converging traffic from the bays and Cressey Tce.</p> <p>I understand there has not been any complaint from bay's motorists only a five hour survey on the Brittan Tce / Simeon Quay intersection when greatest number of vehicles waiting to make a turn onto Simeon Quay at any one time was three cars. Not a good use of rate payer money!</p>
Nik Stewart	do not support the plan	<p>The proposed works do not improve the safety of users due to the increased speed of the vehicles travelling along Britain Tce turning into Simeon Quay. This increased speed increases the risk and consequence to pedestrians heading up Simeon Quay trying to cross Britain Tce and traffic exiting the upper Simeon Quay road. The current situation requires cars to stop at the end of Britain Tce. This gives time for pedestrians to cross and many cars do stop to allow this to happen.</p> <p>The proposed works mean that all people travelling to west Lyttelton (Voelas Rd, Harmans Rd, Walkers Rd, Dalleys Lane, etc) are required to make a detour which will require them to turn into Voelas Rd from Britain Tce. This will require additional time waiting for Britain Tce traffic to clear and may cause frustration if queues start to form.</p> <p>The condition of the Voelas Rd, Britain Tce, Cressy Tce intersection and the width of Voelas Rd between Simeon Quay and Britain Tce is substandard. There are five roads at this intersection and with the increased turning movements and difficulty of turning into Voelas Rd, it increases the risks to users of an accident happening, especially with the increased Britain Tce vehicle speeds.</p> <p>I currently bike up Simeon Quay to Lyttelton West and with the proposed works, I will have to now bike up the lower section of Voelas. This is quite a steep section of road and an additional grind which I will not enjoy. I will also have to pull over to the centre of Britain Tce to make the turn into Voelas and this is a risky manoeuvre if I have to wait for traffic and then clip into my pedals for the steep climb.</p> <p>There are many Lyttelton West people negatively affected by the proposed works and it does not appear to have any safety benefits for these people.</p> <p>I strongly object to these proposed works.</p>

PG & A Jolliffe	do not support the plan	<p>As residents of nearly 40 yrs in this area we find this to be a badly thought through scheme. The lack of information delivered to residents of Cunningham Tce, who use this area regularly is a bad oversight on CC's communication staff. The focus should be on Godley Quay, Simeon Quay with 'oil farm' & Marina traffic.</p> <p>The safety of users of the arterial harbour road as expressed at drop in session over the long term residents of the area & build up of traffic does not stack up.</p> <p>Safety of the residents will be at risk if they are forced to travel to Voelas /Cressy intersection, cross on coming traffic from Brittan Tce & Cressy Tce, turn right again to get to Cunningham Tce. Reducing width of Simeon Quay to provide pedestrian access outside St Saviours Cottages is ludicrous. Foot traffic could be as little as 10 people a day!!</p> <p>The social & safety aspects of this plan are detrimental to West Lyttelton residents, and money be far better spent on resolving Oil farm & Marina traffic problems. Further research & planning should be done.</p> <p>Should there be a hearing we wish to be heard.</p> <p>Ann Jolliffe - Paul G Jolliffe (life member, Institute of Transport Administration).</p>
Ben Warren	do not support the plan	<p>This will create more traffic down our portion of Simeon Quay the one way section parallel to the main Simeon Quay Road. Even cause people to ignore the no entry at the bottom of our section of Simeon Quay to drive up the one way in order to access voelas road and the rest of West Lyttelton. The intersection proposed to access Voelas road at Britten terrace / Cressy terrace has conveniently been left off the proposal document. How will this be managed? As it will be the only access to the west side from Simeon Quay/ Britten terrace. This has to potential to stop the flow along Britten terrace as traffic will be stuck behind traffic waiting to cross oncoming traffic to access voelas made more difficult by the fact traffic will be coming down Cressy.</p> <p>The intersection at Britten / Simeon needs fully resigning and made into a clear Stop intersection not made to flow even faster. There is also NO place to allow safe crossing for pedestrians over Britten terrace.</p> <p>I don't believe there has been ANY traffic monitoring done to collect statistics about the amount of traffic flow using Voelas/Cressy/ Simeon.</p> <p>The proposal is based on a single objective of better flow along Britten terrace with absolutely no consideration for the residents of this area.</p>

Erin Jamieson	do not support the plan	<p>I am very disappointed that this "consultation" appears to be rushed. This is a very bad time to "consult" and does not appear genuine.</p> <p>There was one opportunity to attend a drop-in session. I could not make that as I was travelling for work. Can you please explain the need for haste? Can you also explain why you are looking into this now - what is the impetus for this change? Can you please supply me with the analysis and facts you have gathered to come up with your conclusions.</p> <p>████████████████████ I do not see any evidence to support your statement about traffic delays on Brittan Terrace. On a very hot day in summer there is more traffic, but I need to see your traffic analysis numbers to determine the validity of your statements.</p> <p>My biggest concern is that you are creating a wonderful new fast road for boy racers. Have you considered this in your planning? The boy racer issue is very concerning and removing the stop sign at Brittan Terrace gives them a fast route coming back from Governors Bay. I suggest you spend some Saturday nights observing their behavior and determining the safety of your proposal. I imagine that taking a sharp corner like that at high speed would be very dangerous. I note no allocation for large speed humps to slow the traffic down before they get to that corner. It is because of this that I do not support the plan. In fact I think what you are proposing is dangerous. Already people speed around the corner as they come into Brittan Terrace.</p> <p>Can you let me know if there are any longer term plans for larger trucks to be diverted off Godley Quay to use this road?</p>
Alisa Alspach	have some concerns	<p>Would like to know what impact is projected for the intersection of Brittan Tce and Voelas Rd. Are there changes being made here to account for increased right turning traffic? This intersection is also close to the bus stop. Will a stopped bus and/or right turning traffic slow the flow of traffic along Brittan Tce?</p>
Graeme KRUSE	have some concerns	<p>Losing street parking spaces should be compensated by providing angle parks on Simeon Quay outside Nos 1/7 to 8/7. traffic going down small laneway, outside 32 down to 12 a sign to be put up residences cars only, also at the end of laneway when merging back onto Simeon Quay is dangerous as visibility is no good, maybe a mirror put there. Also issue of cars speeding along Simeon Quay and Brittan Terrace needs to be addressed</p>

Joanne Laing	do not support the plan	<p>██████████ St Saviours Cottages ██████████</p> <p>This proposal is opposed due</p> <ol style="list-style-type: none"> 1. Parking will be severely resrestricted for these units. 2. Access by ambulance will be very difficult. 3. Parking on Simeon Quay would have to be on the wrong side of the road. 4. Access to the cottages (& Voelas Road) would mean cars waiting at the bottom of Cressy Terrace to cross the Brittain tce & traffic would build up behind these cars. 5. Crossing Brittain terrace to Cressy the would be very dangerous with the extra traffic flow up Voelas Road. 6. I normally access █████ Simeon Quay via Brittain the turning left on to Simeon Quay & then into the cottages so my mother can access the passengers door. <p>I live on Cressy Terrace & both my mother & myself were born in Cressy The.</p> <p>There's is generally a lot of objection to this change in the community</p> <p>██████████</p>
Bruce Russell	do not support the plan	<p>I attended the consultation session and discussed the plan with council officials. I understand that interrupting traffic flow on the main route from Governors Bay is unusual, but I feel the alternative is worse. In my experience the number of stopped cars at the corner seldom exceeds 2-3. If traffic up Simeon Quay is stopped and all that traffic forced to go round the block and up Voelas Rd from Brittan tce, then congestion at that already problematic corner will become much worse. Accidents will ensue involving traffic coming down both Cressy Tce and Voelas Rd, as the carriageway is narrow and visibility poor. In addition I am sure (given the number of "boy racers" on this road) that cars speeding round the bend into Simeon Quay (if stopping is removed) will result in many more accidents either on the bend or down the block towards Godley Quay where the road narrows so dangerously. I do not feel that the presumed problem is in fact a problem, and I am sure that the proposed 'remedy' will in fact result in much more serious problems.</p>
John & Anneke Howie	do not support the plan	<p>From our point of view taking away the STOP sign at Brittan Tce, will be extremely dangerous for us to drive out of our driveway because of the increased speed of traffic coming from Brittan Tce into Simeon Quay. The proposed parking restrictions will also further complicate our ability to get out of our drive. By putting in place any of the other proposed changes will endanger many of the local residents. The intersection of Voelas Rd, Cressy Tce and Brittan Tce is already a nightmare and your proposed change to the traffic flow, by redirecting residents, who live above Brittan Tce and Simeon Quay will only increase that danger! Why is it necessary to make life more difficult for the local people??</p>

James Ellis & Maree Henry None	do not support the plan	<p>Potentially 10 car park spaces lost with this new proposal! Crazy solution to a problem that doesn't exist.</p> <p>We live at [REDACTED] Brittan Terrace, and the proposed plan eliminates several car parking spaces. The berm is very large and prevents 4 car parks from being utilised & another across the road. Other residents currently parking on Simeon Quay will be forced to look for parks on Brittan Tce, lessening even more space for on street parking.</p> <p>There doesn't appear to be a high crash rate at the moment, and most residents living in Voleas Road will have to follow an unnecessary route to access their homes. What is wrong with the status quo? Have there been complaints from residents about the current situation?</p> <p>Queuing for turning right from Brittan Tce onto Simeon Quay is very manageable and safe at present. It is a complex intersection, but the Brittan Tce / Voleas Road intersection would become more dangerous / clustered too, under the new plan</p>
Jason Roberts	have some concerns	<p>absolutely something needs to be done with the intersection - people do not stop coming from Brittan onto Simeon... I have had several near misses as I have been going both up and down thru the intersection both to and from my residence on Walkers Rd, if it weren't for my fantastic driving ability, there would have been carnage!! I can see your proposal would reduce risk at the Brittan/Simeon intersection but see the issue being moved down to the Brittan/Voleas/Cressy intersection as a result - particularly since there has been one of those stupid island things stuck on the down hill side of the road on Brittan Tce..... i support the idea of the intersection as long as there is provision for people to safely turn up and down off of Brittan onto Voleas (one of those reserve things I am thinking!)</p>
Tania Daly	do not support the plan	<p>I totally support something being done at this intersection as travelling both up and down Simeon Quay to and from my home on Walkers Road I have experienced several near misses as traffic frequently fails to stop at the intersection or overshoots the intersection creating a blindspot for themselves. In the case of travelling up Simeon Quay to my home, Brittan Terrace motorists frequently assume I am turning despite not the fact that I am not indicating to turn left and pull out in front of me.</p> <p>I do not support the proposal, I believe it will impact residents on the west side of Lyttelton detrimentally. The intersection at Cressy, Voleas and Brittan is already a nightmare and this proposal will not help. I would like to see some efforts made at changing driver behaviour on Brittan terrace. Large signage, reminders to give way to through traffic. I also think yellow lines on the upside of Simeon above Brittan may be useful as in my experience large vehicles parked here make visibility left from Brittan impossible.</p>
Megan Devane	do not support the plan	<p>Major concerns around forcing traffic to turn right on the Cressy Rd / Voleas Rd / Brittan Tce when people are driving to Walkers Rd / Hanmans Rd area.</p> <p>This Cressy Rd / Voleas Rd / Brittan Tce intersection would need a major upgrade at the SAME TIME as the proposed Brittan Tce / Simeon Quay intersection. Otherwise you will find it is a major problem and will slow up traffic. This intersection currently is difficult for turning as Cressy Rd & Voleas Rd cross over one another & there is confusion over who is giving way between Cressy Tce egress & those turning right from Brittan Tce into Voleas Rd.</p>

Dick Wilkins	do not support the plan	<p>This is a rather simplistic proposal that addresses a minor problem and, in the process, creates real inconvenience for residents above Brittan Terrace who will have to negotiate a tricky right hand turn into Voelas Rd. Incredibly, no mention of this is made in the proposal, nor are we told how it integrates with the wider Inner Harbour road project. My suspicion is it does not! A simple solution to the perceived problem would be much improved Give Way signs where Brittan Terrace meets Simeon Quay. Please come up with an integrated traffic plan for the WHOLE of this area. I elaborate on my concerns in the attached document. This proposal is really trying to solve a minor problem that does not need an immediate solution. Moreover, it is misleading, as only the area encompassed in the blue lines is shown and the considerable inconvenience to residents is not addressed. It is impossible to gauge whether or not this is an integrated part of a yet to be published “wider Inner Harbour road project” but its rather simplistic nature makes this unlikely!</p> <p>There are far more serious traffic problems looming in this area. 1. An oblique T intersection that can cause some delays for traffic from the south but minor. It is natural for Brittan Terrace cars to slow here because as well as a T intersection they are travelling uphill whereas traffic up and down Simeon Quay has the “natural” advantage. A simple improvement would be better (flashing?) Give Way signs. The current proposal would certainly speed up Brittan Terrace traffic from the south but not greatly.</p> <p>At times of low traffic activity it would be very tempting for through traffic to illegally proceed up the proposed one-way section of Simeon Quay. The proposal for a pedestrian crossing is bizarre, as pedestrians rarely cross at that point!</p> <p>2. The proposal avoids completely the issue of all traffic to the north of Simeon Quay (to at least 60 residences) having no choice but to negotiate a tight right hand turn from Brittan Terrace into the Voelas Rd intersection. Six roads meet at this intersection; Voelas Rd uphill is narrow and trucks will have problems unless the road is made no parking (3). As the development of the marina, ferry, shopping, cruise ship facility etc continues, increased traffic turning in and out of the lower part of Voelas Rd is going to accentuate this problem.</p> <p>4. The oblique intersection where Voelas Rd meets Simeon Quay will probably need upgrading as increased uphill traffic will be turning right.</p> <p>5. The current proposal in no way obviates the real problems for traffic turning on to Simeon Quay from Godley Terrace. This intersection is often more problematical than that of Brittan Terrace with heavy trucks attempting to pull out into the main traffic. Indeed, the current proposal could make this more difficult as traffic will tend to travel faster up and down Simeon Quay. Moreover, it goes without saying that this intersection is going to become far far worse as the marina area is developed!</p> <p>6. Related to (5) the bottom of Voelas Rd is going to become a real problem intersection as the marina area is developed, possibly with an additional exit (7).</p> <p>There will be a temptation for traffic to go up Voelas Rd and turn right into Brittan Terrace to avoid the problems with (5). This will make worse, an extremely dangerous intersection at which drivers coming down Voelas Rd have an absolutely blind spot for traffic coming north on Godley Quay.</p>
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Kate Donald	support the plan	
Peter Evans	do not support the plan	<p>I do not agree with the changes proposed for the intersection of Simeon Quay and Brittan Terrace in Lyttelton. The two reasons you have given for these changes seem to be:</p> <p>1) to ease the back up of traffic turning right into Simeon Quay from Brittan Terrace 2) to increase pedestrian safety. I will address these separately.</p> <p>I have lived at the top of Voelas Road for more than 30 years and pass through the intersection several times a day in both directions. It is my experience that while it is true the larger volume of traffic is coming from the direction of Governors Bay, it is very rare that there is more than half a dozen vehicles having to wait when I drive through. As you say there are far fewer cars carrying on straight through the intersection, so any wait they experience is minimal.</p> <p>I also strongly believe that the T intersection that drivers from Governors Bay have to negotiate is a valuable brake on speeds as they approach Simeon Quay into Lyttelton. The road is often used by weekend joyriders, particularly motorcycles. I have never seen an accident there but can almost guarantee a few will end up ploughing into the retaining wall, taking the corner too fast. There is an adverse camber on the road and also a very deep gutter there which will be a trap for the unwary.</p> <p>More significant is the issue of pedestrian safety. People who walk to Lyttelton from our valley will have no safe crossing. The proposed new footpath to the upper side of Simeon Quay via the cut through, will never be used (unless using the track) because there is no crossing or pavement at the far end (not shown on the map) where it rejoins the main road and the traffic is coming from behind you and at speed. Also the steep incline up to the upper side will be awkward for wheelchairs and pushchairs and no footpath when you get up there. Human nature being what it is, drivers coming down Voelas Road will take the option of missing out the new intersection and use upper Simeon Quay, so that is a further danger at the top of the incline.</p> <p>So people will want to cross Brittan Terrace and stay on the right hand side of the road down the hill toward Lyttelton. It will become an issue crossing Brittan Terrace as the traffic will be continuous and not forced to stop. Installing a pedestrian crossing there would defeat the whole purpose unless it is placed much further back down Brittan Terrace. No one will want to add a couple of hundred meters to their walk so will take their chances at the intersection.</p> <p>The changes would be a inconvenience for me and all my neighbours on upper Voelas Road, and Walkers Road and impede access to Cunningham Terrace which since the earthquake no longer connects with Lyttelton. We would all have to turn right into Voelas Road off Brittan Terrace, an already complex intersection which is shared with Cressy Terrace. This will likely cause a back up of traffic turning right.</p> <p>So essentially the proposed changes will frustrate and inconvenience the local community, create other congestion elsewhere, and hamper and endanger pedestrians including school children, walking to and from Lyttelton, all so a few</p>

		drivers heading to Lyttelton don't have to briefly stop. It seems to be an expensive and disruptive solution to a problem that doesn't really exist.
Edward Foate	have some concerns	The change to the flow of traffic makes sense and will be safer for most traffic. Two concerns we have are that you are reducing on street parking on the street and this is already limited. And, the night time speed of traffic along Brittan Terrace is incredibly fast with cars and motorbikes using it as a speedway. Consideration for managing speed of traffic along this road needs to be taken in to account to avoid future accidents.

<p>Gaynor Stanley</p>	<p>do not support the plan</p>	<p>While at first glance this intersection change seems a reasonable suggestion, given the admittedly higher volume of traffic via Brittan Terrace to Simeon Quay, having considered the implications carefully I feel this is not at all the right solution to a problem intersection, for these reasons:</p> <ol style="list-style-type: none"> 1. I have been driving regularly past the Brittan/Simeon intersection over the past three years but it is only in recent months that I have noticed incidents. The problem is clearly that the intersection signage is in bad repair - some drivers are unsure what to do. This is a T-intersection so usual road rules should apply; drivers turning right should be stopping and giving way - but the yellow lines are almost worn off the road by continual roadworks and the road signs are not adequately alerting/advising drivers to stop or give way. This poor signage needs to be remedied immediately regardless. 2. This is part of a wider Inner Harbour road project looking at safety, so please first consider that if this proposed change is actioned it will make several other intersections more dangerous. 3. My main concern with this plan is that all traffic heading to the many existing, and growing number of, West Lyttelton residences on streets serviced by Voelas Road will be forced to turn at the corner of Brittan Terrace and Voelas Road. Yet there is no reference on the proposed plan to addressing the terrible intersection there already at its juncture with Cressy Terrace - a long road carrying considerable traffic that approaches Brittan/Voelas at good speed down a steep and awkwardly narrowing slope that directs downhill traffic into the path of oncoming vehicles turning from Brittan/Voelas. There is no room for manoeuvre and I believe adding all West Lyttelton uphill traffic into that situation is going to far increase the chances of accidents at that three-way corner. Then you'll have 'delays' on Brittan Terrace. 4. Not requiring vehicles turning right towards Lyttelton from Brittan Terrace to stop or at least give way risks increasing their average speed (despite the kerb build outs) approaching the Godley/Brittan corner - used primarily by slow-turning boats and trucks - and the already very dangerous Cunningham/Simeon corner. Pedestrians and tourist vehicles unfamiliar with the local traffic conditions also frequent this section of road - so this to me increases the risk of dangerous traffic, not reduces it. 5. I drive by regularly in peak times and have been monitoring the number of vehicles waiting to turn at Brittan Terrace . i would not describe the short queues I see as 'delays'. Joining a queue of 4-5 vehicles tops waiting to turn right would be pretty good going for a Chch intersection. And, conversely, surely turning traffic can't be waiting long if there isn't nearly as much traffic driving from Simeon Quay to Voelas Road. 6. To promote this plan as improving pedestrian safety is a bit of a stretch - the new pathway will exit onto the actual roadway (not a footpath) of narrow Cunningham Terrace, which then descends to a bad intersection at Simeon, which is likely to become a lethal one. Because we've also got the bad Cressy/Voelas/Brittan interesection pedestrians use the other side of Brittan; and, once again, if there isn't a lot of traffic using Simeon west of Brittan then it can't be hard to cross it to reach the pathway up to Cunningham Terrace already (should someone want to, perhaps alighting from the Rapaki bus). <p>To me the solution is simple and far more cost-effective - improve the signage and leave the intersection as is. Agree to</p>
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		<p>introducing new no stopping lines on Simeon Quay and Brittan Terrace to improve sight lines. Council has competing priorities for limited funds and I believe these would be better spent elsewhere in the city.</p>
<p>Maria van Hoandel</p>	<p>have some concerns</p>	<p>Hi, I suppose if the greater traffic volume is toward Corsair Bay the plan makes sense. I have had a near miss on this intersection. HOWEVER I strongly disagree with the built out kerbs. I believe these obstruct traffic, make it difficult for larger longer vehicles and add nothing to the upgrade. Often these are later removed for the above reasons. Please reconsider this part of the plan</p>

Tracy & Paul Thompson	have some concerns	<p>I and my family would like to be reassured that a SAFE, SPECIFIC TURNING LANE will be created along Brittan Terrace for NEW traffic turning right at Voelas Road i.e. Because we will be holding up traffic in the other direction creating the same problem.</p> <p>As far as we can see Council have a want to create a safe/quicker exit for traffic coming from out of Lyttelton in, at the expense of Lyttelton resident traffic accessing their streets safely.</p> <p>Do you realise or have you taken in to consideration that we will now have to stop in the MIDDLE of a fast (50km zone) (with no dedicated stopping area) Road to turn into and what is essentially a FIVE Road Junction.</p> <p>As far as I can see this is not safer for residents on the west of Lyttelton. It is pretty important you guys get this right! And just don't remove on junction of safety, for west residents to one of increased danger!! only 50 meters away! & creating a blind back up queue.</p> <p>Please also note, the Voelas Road section immediately off Britton Terrace is not wide enough for two vehicles, so DELAY along THE Main Rd would increase if a vehicle is coming down Voelas. Just another thought! plus cars coming out of Cressy Tce.</p> <p>Will traffic be READY to SLOW DOWN to & STOP to wait for us to turn into Voelas Road?? There is NO room for traffic to get past! Is this safe?</p> <p>Blind back up queue in the making! Traffic will have no choice but to queue behind us.</p>
Lisa Williams	have some concerns	<p>Generally I think this is a good idea for this intersection. However I believe some consideration needs to be put in place for the impact the new traffic flow will have upon Godley Quay. Godley Quay faces the same problems as the intersection which is involved in this consultation.</p> <p>To turn right onto Simeon Quay from Godley Quay proves difficult due to sight lines, hill gradient, 3 streets meeting at the Godley Quay intersection, amount of traffic movement on Simeon Quay, and the Godley Quay traffic type of heavy tankers and boats being towed.</p> <p>The traffic upon Godley Quay is likely to increase with traffic due to the Te Ana Marina development.</p> <p>Godley Quay often has traffic queued up to Voelas Rd trying to turn right onto Simeon Quay, the traffic rolls back while waiting due to the hills inclination at Godley Quay. There is only one footpath and no safe crossing route.</p> <p>The proposed intersection change at Simeon / Brittan intersection will potentially exacerbate the problems at the Godley Quay intersection which I've just highlighted. When you are turning right out of Godley Quay onto Simeon Quay you usually make this exit at the same moment that Brittan Tce traffic turns (or just before).</p> <p>If Brittan Tce traffic is given a free right turn into Simeon Quay there will be less breaks in the traffic for the Godley Quay traffic to make their turn onto Simeon Quay.</p> <p>I believe that if this change is approved by Council then it should also be considered that an intersection change needs to occur at Godley Quay also. Perhaps a one way system down hill off Simeon Quay onto Godley Quay (left turn) could be proposed, and then making Godley Quay on way (down hill) between Simeon & Voelas Roads.</p>

Scott Jackson	have some concerns	<p>I think it's a good idea generally.</p> <p>I do worry that it will speed traffic further heading east from new intersection and increase the difficulty of crossing from the eastern end of the UPPER LEVEL of SIMEON QUAY onto the lower towards Lyttelton proper.</p> <p>PLEASE RE-INSTATE A MIRROR FRO PEDESTRIANS & TRAFFIC</p>
Marama McKenna	do not support the plan	<p>What plans for improvement of the Brittan Tce, Voelas Rd, Cressy Tce intersection for traffic travelling north to Voelas Rd are going to be made? Is there going to be a turning lane? Is Voelas Rd from the intersection one-way north traffic?</p> <p>This intersection will now look like the Ferrymead / St Andrews Hill / Heathcote intersection too many scenarios for an accident. There is a pedestrian access at the Brittan Tce / Voelas Rd intersection, stopping to turn up Voelas would cause congestion to traffic travelling to Governors Bay direction as the access to pedestrians, has barriers extending to the road.</p>
Grant Brown	support the plan	
C & F Campbell	do not support the plan	<p>I think it is a stupid move as traffic from Governors Bay have a strait run with no stops until Brittan Tce, you are putting Voelas Rd Simeon Quay Walkers Rd traffic at risk they will have to do a right hand turn into three way traffic to get up the hill. As we have lived in Brittan Tce near the corner of Simeon Quay narrowing the road at the intersection is going to make it more dangerous. As we have had cars smashed up on both sides of the road from cars turning off Simeon Quay to Brittan Tce.</p>

<p>Brian Saunders</p>	<p>do not support the plan</p>	<p>I would like to object to this proposal. Not enough thought has been given to the effect this proposal will have on residents traffic flows accessing and exiting properties in the Lyttelton West; 'Voelas Road' Valley.</p> <p>No allowance has been made for a turning lane at the complex Cressy Tce / Voelas Road uphill intersection.</p> <p>No thought has been given to removal of the current pedestrian Traffic "side" islands in Brittan Tce that significantly narrow any 'right' hand turning option into Voelas Road. The area of Voelas Road between Brittan Tce & Simeon Quay is NARROW. It is a steep side road where currently some residents park their cars on the left downhill side. Yellow lines would need to be installed all along that section.</p> <p>While testing out this route recently I had difficulty entering Voelas Road (from Brittan Tce) as a car going downhill wished to pull well out to get some visibility along Brittan Tce as they turned right (towards Corsair Bay). I would class this intersection as "horrible". As well as an in-house Council road assessor I would like to see that Council seeks advice & inspection from an outside "Traffic Expert" to inspect this corner and make comments. The Intersection here is VERY complex; as it has all the Cressy Tce traffic funneling into it and does not lead itself to increased traffic flows. As already stated Voelas Road between Brittan Tce & Simeon Quay is STEEP; "particularly near" the current GIVE WAY sign at the Simeon Quay intersection. Should an increased flow of traffic use Voelas Road from the Brittan Tce; the GIVE WAY Sign would need to be shifted on to Simeon Quay. It is currently too difficult 'with the GIVE WAY sign in place on Voelas Rd to get 'any speed up' when heading up Voelas Road for smooth car running. You need to test out this area to understand what I am saying.</p> <p>The bend of Voelas Road above Simeon Quay ; is NARROW. Council needs to install BROKEN YELLOW LINES on 'both sides' of the road as visibility is poor when vehicles are parked in the bend.</p> <p>Can you provide some research figures as to the % of vehicles turning from Simeon Quay into Brittan Tce. Whenever I travel home possibly a third or more of the vehicles continue up Voelas Rd. Being a resident I would question the proportion of traffic heading /returning from around the Bays to that of traffic accessing Voelas, Cunningham, Walkers, Fitzroy Head, Dalleys, Harmans, & Bridle Path Roads,</p> <p>I am also doubtful over the change being of any benefit to pedestrians.</p> <p>The amount of pedestrians currently walking across Simeon Quay, from the Simeon Quay Ramp to the Pensioner Cottages and down Brittan Tce is tiny. It is quite a dangerous crossing due to the restricted visibility and steepness of the adjoining Cunningham Tce intersection. I walk this route frequently and seldom see other walkers. Has Council any stats on this crossing.</p> <p>By ensuring traffic from the Bays has right of way ; any future pedestrians 'crossing' Brittan Tce will be in peril. Traffic existing Brittan Tce; turning right towards Lyttelton often creeps out now with a few near misses. Currently the Brittan Tce / Simeon Quay crossing is dangerous but is at least possibly safer than it will be as it has a Stop Sign over half the road. Pedestrians crossing Brittan Tce will have to scamper as traffic will be moving faster and visibility isn't good directly at the downhill (right) side of that road. I hope these points assist in any decision made.</p>
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Mark Anthony Carrabes	do not support the plan	<p>Yes, it's Baloney!!!</p> <p>Straight traffic should be straight traffic.</p> <p>Uphill / downhill traffic is straight traffic.</p> <p>How many accidents have occurred to cause you to generate this proposal? (none I suspect)</p> <p>Also, don't use the word "improvements" as they are not.</p> <p>Warm regards Tony</p> <p>p.s. How many pedestrians actually go from Brittan Terrace to the upper level of Simeon Quay?</p>
Dean Armiger	support the plan	<p>I live in Cass Bay and use this intersection daily. It is very difficult to see left when turning right driving into Lyttelton from Home. I have had several close calls turning.</p>
Arthur McGregor	support the plan	
dudley jackson	have some concerns	<p>Crossing this road is difficult for pedestrians, now you are effectively speeding up the traffic its going to be harder, perhaps some considerations to be made I believe</p>
Dana Dopleach	have some concerns	<p>Bicycles should have an option to head straight through to Corsair/Cass Bay without the detour down the hill toward Naval Point before having to make a dangerous right turn at speed before pumping back up Voelas' hill - losing what is currently a fairly flat & straight route with a slight slow down to look for traffic.</p> <p>There is a lot of traffic that goes straight toward Cass Bay from that junction - that is why there is a queue coming up from Naval Point - the wasted petrol for no real reason (right of ways can be changed without forcing a detour for 50% of the traffic). While it would be an annoying change in a car, it would be maddening as a cyclist to add in an extra steep hill & sharp right turn for no benefit / reason for the cyclist.</p> <p>Remember, that when the cruise ships come back, you can expect an influx of tourists on ebikes using this route. Make it easy & enjoyable for them, as well as the cyclists that will start to come through the area again as soon as the Sumner Road opens & reforms the hills loop route. Not to mention current cycling locals!!</p>

Lynn Davies	do not support the plan	<p>The proposed plan lacks any detail about the junction between Brittan terrace, Voelas Rd and Cressy Terrace. This is a very poorly designed junction and the new road lay out will force many more cars to use it, specifically anyone living on Voelas, Dalleys Lane or Walker Street (when travelling up the hill). We feel that consideration needs to be given to making this junction safer as it will be directly impacted by the proposal. Cyclists wanting to go up the hill will be at a disadvantage as not only is it a complex junction but they turn straight onto a steep hill which can be difficult from a standing start. Without seeing any evidence that this has been thought through, we feel we cannot support the plan. Also, your plan does not detail the 3rd junction of this triangle being Voelas Rd and Simeon Quay. Who will have right of way when traveling up the hill on Voelas road? These 3 junctions work together around this triangle and you have only detailed one of them.</p> <p>Finally, you say it will be safer for pedestrians as you will improve the crossing of Simeon Quay at the Brittan Terrace jct and flow into the small walkway to join the higher part of Simeon Quay. However if you want to walk east into Lyttleton this forces you as a pedestrian to walk on the road and then back onto Simeon Quay where it joins up again with busy traffic flows and no pedestrian walkway - this is on the other side of the road. You have essentially forced pedestrians to the other side of the road where there are no pavements without a means to cross back over again.</p> <p>Thank you for the opportunity to submit and I hope these points are able to be resolved.</p>
Nick Harwood	support the plan	
Jonathan Bhana-Thomson	have some concerns	<p>The changes being made are to the current overdimension & overweight freight route to/from the Port of Lyttelton. The route to the port is Brittan/Simeon then onwards towards the Port.</p> <p>As they are currently configured they will probably not have much impact on the transport of these large loads. However we would not like to see the buildout on Brittan made any bigger than currently proposed, and we would support the extension of the no parking lines on the opposite side to ensure that transporters with big loads are not clogged between the buildout and any vehicles parked on the opposite side of the road.</p> <p>If there are changes that occur to the design following consultation, we would request being advised of what these changes are, so that we can ensure that they don't impact negatively on members of this association that travel this route.</p>
Mel Rapley	support the plan	