

3. Do you support three laning of Madras and Forfar Street and Barbadoes Street between Warrington Street and Bealey Avenue?

Submission ID	First name	Last name	Name of organisation (if applicable)	Do you support three laning of Madras and Forfar Street and Barbadoes Street between Warrington Street and Bealey Avenue?	Comments
16272	Paul	Van Herpt	Petition co-ordinator (Edgware/Barbadoes shops)		<p>Should capacity get to a point that an extra lane is justified for Barbadoes and Madras/Forfar, a clearway option is the second preference. This will effect only some residents (notably those parking on the street and not necessarily using their vehicle during the day or not getting up before the clearway come into effect) and some retailers like the dairy's that open and do service some of the incoming people with supplies of drinks, cigarettes or snack foods. A disadvantage is the bus routes as a stopped bus will then render the inner lane unusable for a period. The risk with this is that it is then not additional volume we will need to cope with, but higher speeds as people weave between lanes to make sure they don't get caught behind the bus and have to wait. Because this option applies for only a few hours, we do have the chance to work around it by changing routines and being accommodating because it is only for a short period.</p> <p>Permanent three laning is the worst of the options, on the grounds of the effects to residential in terms of parking, and to retailers on the same grounds. From a ratepayers perspective, it appears to be the most expensive option to implement and then it is only for a morning peak which seems overkill.</p> <p>Leave Barbadoes and Madras/Forfar as currently configured and monitor traffic volumes across the suburb after 2020 to determine whether the traffic gets distributed across a number of potential routes and whether the increase is actual greater than the street can cope with. This option has less adverse impact for residents, retailers, bus services, and general access across the suburb.</p>
16271	Karen Margrethe	Koed			
16266	St Albans School	Board of Trustees	St Albans School	Yes	Only if they are fixed lanes and not redirected
16263	Brian	Basham		No	<p>Insufficient parking now without reducing it further.</p> <p>Traffic flow does not justify three laning</p>
16262	J A	Smith		Yes	
16261	Dr Duncan	Webb	MP for Christchurch Central		
16259	Sue	Bealing			
16258	Terry	Thorpe		No	Don't do it
16257	David	Coles		Yes	Traffic calming to avoid speeding short cuts on East and West side streets (Canon, Purchas etc.)
16256	Beryl & Brian	Eves		No	
16255	Tracy	Fleming		No	Forfar nursery & preschool has children who walk, cycle and are driven to preschool. The clearway would require parents who have no other choice than to drive to park in adjacent streets and travel with young children. The clearway would also exacerbate parking issues in surrounding streets. Consider as residential street with calming on Forfar
16254	Vicki & Paul	Wilkinson-Baker			
16253	Abraham	Atherton	St Albans Catholic School Principal		
16252	Martin	Meehan	Kidd's Cakes & Bakery		
16251	John	Corbett	Rojo Properties (2016) Ltd		
16250	Felix & Oliver	None			

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16249	Jeremy	Leeming & Jane Rennie			
16248	Les	Dowdle	Mairehau Primary School Board of Trustees		
16247	Emma	Twaddell		No	
16246	Annette	Pont		Yes	As long as 2 lanes aren't expected to merge into one lane as it is in Madras St after crossing Bealey Ave - not good
16243	Ian	Hamill	Edgeware Croquet Club (Inc)		
16242	Georgina	Lee		No	Make them 2 lanes each direction. They are big enough a la Melbourne
16241	Glenice & Keith	Wyatt			
16240	Aynsley	MacNab		No	Again, the loss of parking will be devastating for residents, some of whom have no off street parking. Businesses relying on street parking for customers will suffer loss of trade
16238	Andrew	Martin		No	There is already too much traffic in the St Albans area. All research shows that increasing traffic capacity causes traffic to expand to meet the capacity. The council should spend the money public transport, e.g., improved busses and cycleways and developing commuter trains in Christchurch. European countries have much better priorities regarding public transport and stopping people's reliance on cars cars.
16237	Jessica	Halliday		Yes	
16236	Gemma	Dioni		No	<p>The cross-sections are pretty dangerous. What other options were considered and why have they not been included in the consultation so the community can see what they were?</p> <p>Why isn't traffic being kept on Cranford Street as the highest order vehicle road in this location rather than pumping it all through a residential community?</p> <p>Two laning sections with crossroads present will result in crashes, you only need look at Byron/Gasson for an example of this poor arrangement.</p> <p>How much of the central lane will be used by turning traffic and effectively result in only one clear lane? Why not use a flush median for this. Let's guess the model shows providing two lanes will double the capacity in each direction, this may be so for new roads, but with high density housing lining the street there will be quite large numbers turning into properties which will result in rear ends and delays again. How much of this needs to be done now? Am assuming traffic increases have been predicted based on model that assumes large amounts of developments in the north of Christchurch that have yet to occur, and council is providing for this?</p> <p>This will make it very difficult to cross the roads for the communities surrounding these streets. Especially park users at the northern end of Madras and Barbadoes Street.</p> <p>Why would you use underwidth shared paths adjacent to property boundaries that will be hidden by parked vehicles. Why have lessons not been learnt from Curletts Road, that is a poor layout for both people riding and</p>

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					walking. How does this all align with Accessible City cross-sections in the streets and spaces guide? Given wide cycle lanes are proposed on each of these streets in central city from a continuity point of view, as a user, surely a lane should be retained going north or travelling south to Bealey Avenue. Confident riders are unlikely to transfer onto a shared path and with the narrow traffic lane (which isn't a suitable design in the recent NZTA design guidance for high traffic and higher speed locations) will just result in driver frustration as cyclists take the lane and travel more slowly than a vehicle. To fix one problem it would appear that many other problems will be created.
16235	Karlene	Rogers	Ellington Residents Association	Yes	The inclusion of Madras and Barbadoes Streets as part of the northern corridor transport option has been well known for decades. Barbadoes and Madras streets were always designed to be part of the northern corridor and they make sense in terms of providing the most direct route possible to and from Bealey Ave. It was a tremendous shame the corridor between Berwick Street and the northern arterial was sold by a previous council. It leaves the city with a less than ideal solution that now needs to be worked around. Serious consideration needs to be given to four laning Berwick Street east to Forfar Street and make this corridor an adequate size to handle the flow from Madras - Cranford. Without widening Berwick Street this will simply become a pinch point, which will force commuters onto surrounding residential streets. Berwick Street needs to be two lanes in each direction to support the traffic flow, with priority given to traffic on this route, over Sherborne Street. As Berwick Street is the shortest part of the corridor, widening of the road and/or purchase of property would be more cost effective than other options. Warrington Street between Madras and Barbadoes streets should be three lanes, with two lanes heading east to support the movement of am traffic from Canford to Barbadoes Street.
16234	Connie	Christensen	Go Cycle Christchurch	No	This will only make it even more difficult to cycle around or through this neighbourhood already lacking any comprehensive cycle infrastructure. Please see 'Other feedback' for full comments.
16233	Clarrie	Pearce		No	Not unless you do the same for Cranford St South of Berwick and consider existing businesses, parks and the Bowling Club.
16232	John	Creighton		Yes	
16230	Douglas	Horrell		Yes	
16229	Adrienne	Canton		No	
16228	Carina	Duke	Blind Foundation	Yes	upgrade needs to include priority for pedestrians crossing the intersection - see comments further down. How will the North and South crossings be placed with the three lane approach?
16227	Edy	Eichholtz		No	This will badly affect the shops at Barbados street and the cafes along the road. The Park will also be badly affected from the loss of parking and increased traffic
16226	Anthony	Wilding	Glandovey Idris and Straven Residents Association Inc.		See attached submission.

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16225	Margaret	Stewart		No	Where do business customers and residents park? Particularly customers at the Barbadoes Edgeware Road shops? It is always busy on both sides of the road. Where will the members of the bowling club on Forfar St park? The council has all ready removed loads of street parking in St Albans with the cycle ways. Don't remove anymore. Keep away from our streets and stop ruining our quality of life in St Albans. These roads are already busy at the Bealey Ave lights during rush hour don't make it worse by encouraging even more traffic down these roads. We don't want our local businesses closed down so don't take away their parking facilities. Also don't make it difficult and dangerous for the residents on these streets to pull out of their driveways
16223	Sue	Bagnall		No	Same as above...so congested now in a small space...????????????
16221	Connie	Christensen		No	No, no, no! No to pushing more single occupancy car traffic along these roads, but yes to a dedicated bus lane and safe cycle infrastructure. Please see 'Other feedback' for full comments.
16220	Melissa	Macfarlane		Yes	I strongly support the proposed three-lane sections of Madras/Forfar Street and Barbadoes Street. This appears to be a logical flow of traffic to the one-way system and will spread the traffic load.
16219	Michael	Curwood			
16218	Judy	McArthur	self	No	The CCC is spending huge amounts of money upgrading St Albans park and reducing parking on either side will make this lovely park much harder to use. There is insufficient parking in Edwards Ave.
16217	Fiona	Hartland		Yes	Three laning of Madras, but only as far as Berwick Street and therefore not continuing on to Forfar Street. Traffic needs to be directed to Berwick Street and then onto Cranford Street.
16216	Ailsa	Ryan		No	
16215	Melissa / Joanna	Macfarlane / Wells	A number of residents on Malvern St and Roosevelt Ave	Yes	Please see attached
16213	David	Hogarth		No	
16212	Nicholas	Fuller		Yes	Some level of clearway will be required to accommodate the traffic signals, particularly at the Bealey Ave intersections and Edgeware Road intersections. I would like to think there would be sufficient mid-block capacity to retain some on-street car parking between intersections.
16211	Dirk	De Lu	Spokes Canterbury	No	

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16210	Simon	Robinson		No	<p>I am a daily cycle commuter into the city for work and home in the evening and Madras, Forfar is my northern home route as this is the most direct route. There is no mention of a well designed and complete separate cycle route to be included in the 3 laning so I can not support this proposal.</p> <p>At the moment crossing over the Bealy Ave Madras street intersection is dangerous for cyclists at the point where two lanes of traffic going north converge into one lane and you have no where to go as there are also cars parked on the left outside Garden City Dental.</p> <p>I use to cycle down Barbadoes Street and continue south on the one way once past Bealy Ave but this was to busy and dangerous and will become more so if there is no safe designated cycle lane. It is suppose to be an accessible city but is still catering for to many cars and will become busier once the Northern Corridor is open.</p>
16209	John	allen		No	Not necessary if you use the preferred design of the NZTA (attached outline Northern Motoryway preferred option Rutland Street).
16208	Joanna	Wells		Yes	I believe these changes are essential for the northern corridor to allow traffic in and out of the city. If they are not implemented, I feel that the corridor will not be able to function. I don't see these as optional - albeit I acknowledge that they are far from ideal for residents that live in the area.
16207	Craig	Taylor		Yes	I believe these are essential.
16205	Jim	Pickles		Yes	
16204	Ron	Cone		No	Ditto
16202	Anastazja	Ryde		No	It is already hard to get out of my drive to get to work and if this was put in place I fear it would be almost impossible. People zoom down here at crazy speeds.
16201	Andrew	Strachan		Yes	
16200	Olivia	Strachan		Yes	
16199	Ray	Kennedy		No	<p>I am strongly opposed to the 3 lane proposal for Barbadoes and Madras Streets for the following reasons:</p> <p>I travel on these roads most days at peak traffic time and believe that the proposal as presented is an unnecessary expense for the ratepayers as well as the inconvenience of a huge reduction in available street parking along the route. (See question 3 in the "Do you have any other feedback" below)</p> <p>The current congestion is caused by a few intersections, which if modified would very likely achieve the desired result.</p> <p>Suggested changes (see also the attached sketches - Roading 03Jun18 for some of the intersections)</p> <ol style="list-style-type: none"> 1. Barbadoes at Warrington: Add an extra southbound lane for about 60m and merge back to a single lane. This would allow the retention of the existing Bus Stop. 2. Barbadoes at Bealey: Extend the lane markings (for 2 lanes) to about 80m from the intersection (and most likely remove some parking from the East side of Barbadoes St to allow for cyclists) - this would allow approximately twice the number of vehicles to cross Bealey Ave per Traffic Signal sequence thus reducing the

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					<p>bank-up of traffic up Barbadoes.</p> <p>3. Madras at Bealey: Continue the 2 north going lanes for about 75m (removing some street parking) and then merge back to a single lane</p> <p>4. Madras at Edgware: Continue the 2 north going lanes for about 40m (removing some street parking) and merge back to a single lane</p> <p>5. Forfar (south) at Warrington: Remove parking for approximately 60m south of Warrington to allow for 2 lanes of traffic at the intersection.</p> <p>The left lane to be left turn only.</p> <p>The right lane to be all directions (left turn, straight-through and right-turn) - Maybe with the addition of a "Right-turn to the East" painted island - 1 vehicle only.</p> <p>6. Forfar to Westminster & Westminster Street: These to remain as normal streets to take traffic from Madras St to Cranford St north and also allow access to Mairehau/Upper Hills Road via Westminster Street.</p>
16198	Paul	Dillon		Yes	
16197	Rachel	Dillon		Yes	
16196	STEPHEN	ANDERSON	FRESH CHOICE EDGEWARE	No	THIS IS NOT NECESSARY AT THE MOMENT AND WILL BE VERY DISRUPTIVE TO THE RESIDENTS.
16195	Craig	Ford		Yes	
16194	Duncan	Webb	MP for Christchurch Central	No	Please see attached document for clarification.
16193	Jasmine	Poole		No	Limited support for this, but prefer if was only implemented between Edgware Road and Bealey Ave. The Berwick/Warrington St option just seems an awkward connection, and entails more intersection work. The sight lines on Berwick off Cranford are pretty poor in comparison to Edgware Rd.
16192	Seb	Kohnke		No	No as above the residential impact is high. Francis Avenue already has a large number of vehicles speeding down it to avoid congestion and join at Westminster Street. This number would only grow and for a road with a special amenity on it still degrades the appeal.
16191	Richard	Bone		No	I live on Barbadoes and it is already difficult and dangerous to try and get onto Barbadoes from our driveway to drive to the West of the city in the early morning. As a CCC rate payer this is all perceived benefit for a large number of non rate paying people at the expense of rate payers.
16189	tony	ireland		No	<p>This will become as I see it the principle route for trucks from the north to the port this will mean a huge increase in the degradation of an already degraded air quality Diesel fumes are especially toxic and are now banned or heavily regulated in most cities around the world but not in NZ No sane administration would facilitate let alone promote this scenario as this proposal dose. The physical impact alone from huge trucks will also deliver earth seismic like shocks to adjacent homes whose owners would find this highly distressing.</p> <p>The whole economic scenario needs to be considered including the degraded value of homes adjacent to these roadways caused by increased traffic flows.</p>

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16188	Clay	Baker		Yes	
16187	Maria	McEntyre			<p>I support the three laning in Barbados St as it is already very busy with bus and car traffic and leads into a one way system.</p> <p>I do not know why you are not three laning Hills road - that road is the one that has greater capacity to take traffic in and out of the city and will not break up small communities in the same way.</p>
16186	Dr Peter	TILLMAN		Yes	see FEEDBACK BELOW
16185	Sherwin	Ang		No	There's a lot of high-density houses in this area and parking is at a premium. There's a lot of people who live in the area who use off street parking. Heavy vehicles passing by are also known to cause nearby properties to shake/vibrate resulting in gradual damage to properties. Three-laning will worsen this.
16184	Len	Fleete	Environment Canterbury (Public transport)	Yes	See above
16182	Malcolm	Pearce	Edgware Business Association		
16181	Carolyn	Moffat		No	No, not at this stage. Traffic should be directed down Cranford and Sherbourne, and some will naturally turn off. I don't believe you can force drivers down these streets, particularly if they are heading for the CBD. Traffic will most likely head towards Durham, although some will turn off at Madras.
16176	Mary	Dudson		No	
16175	Aimee	Swindley		Yes	

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16174	Kirsty	Humm		No	<p>Absolutely not. I struggle to get out of my gate safely in peak hour when traffic is lined up at this point in time. At the moment traffic volume starts building up from 5.30am in the morning most mornings and is constant until about 9am. In order to safely leave our shared driveway my neighbours and I have to go out frontwards into the traffic. The addition of a second lane would be extremely unsafe as traffic can come down the inside lane when the traffic from the outside lane has stopped to traffic in and the potential for an accident would be greatly increased. To reiterate, I would support appropriate phasing of the proposed Forfar/Warrington intersection upgrade Barbadoes/Warrington traffic lights and the lights on Barbadoes/Edgeware to handle the peak traffic once the Christchurch Northern Corridor goes through. Other considerations can be applied to the traffic down the track once the volume of traffic heading South down Barbadoes Street and North along Madras/Forfar Streets can be quantified.</p> <p>I am also concerned two lanes would be an open licence for an increase of huge truck and trailers to use this (largely residential) route as their preferred route through the city. My house shakes and vibrates from 4.30am onwards at various times through the day when they come down the street, even at a low speed approaching the Barbadoes/Edgeware intersection. I have noticed cracking and separating of the timbers in and around my doors and windows since I bought my property 7 months ago. I have spoken to Dan Jarden, an Operations Manager at Envirowaste about their truck and trailer units and asked why they would use Barbadoes Street, he told me they have a permit from Land Transport to use Barbadoes Street to access the landfill at Cass Street in Sydenham at various times, even on a Sunday afternoon!</p> <p>Other factors I believe should be considered. Where are the residents of the high density housing along Barbadoes Street expected to park? This has been a long term residential area and now features high density housing.</p> <p>Where are people accessing St Albans Park for sports (making the most of the much anticipated (and appreciated) upgrade of facilities and repair of the playing service expected to park their vehicles if three laning of both Madras/Forfar and Barbadoes occurs? What sort of measures will be implemented to permit safe access of children and their families (including their dogs) of these roads in order to use St Albans Park?</p>
16173	McDonald	Sam	Fendalton-Waimairi-Harewood Community Board		
16172	Rose	Leitch		No	<p>The less damaging effects on the community and residents/ families would be to just extend the 3 way system all the way down Cranford to Bealey Ave. It could even be made a 4 lane road. Sherborne St already has a different roading category from the residential streets of Madras/Barbadoes. I know this as I had to pay 4x more for a traffic management plan when working on a property on Sherborne St. Sherborne has a lesser %age of residential/families and more commercial like motels. These places are less reliant on roadside parking unlike Madras/Barbadoes. I don't understand why the more straightforward option is not being pursued and wonder if it has more to do with appeasing those with the loudest objections rather than thinking of the best solution for everyone, including those who don't have much power or voice.</p>

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16171	Nicola	Covich	Mr	No	<p>These sections of Madras and Barbadoes Sts are dense residential areas. Many newer townhouses have limited garaging and parking for the number of residents, so rely on on-street parking. Permanent loss of street parking at all times will be detrimental to all residents and their visitors.</p> <p>Traffic congestion is limited to very short time windows on these streets (30 minutes in the morning and 60 minutes in the evening at max). A clearway at these times is a better solution for intermittent congestion.</p> <p>Permanent two-laning of Madras st will make the road more dangerous to cross, and this section is long with no controlled crossings between Bealey ave and Edgware rd. Two laning of Madras st will make it nearly impossible for residents to leave or enter their properties during peak periods- at present cars slow or leave a gap to allow residents to cross to the other side of the road by car, but with three lanes this will be near on impossible.</p>
16170	Marisa	Spear		Yes	Based on fixed lanes.
16169	Andrew	Sprouse		No	Again the properties on these roads are mainly flats etc. with limited parking, where would the residents park?
16168	Hilary	Stace		Yes	<p>Definitely for Barbadoes St.</p> <p>Probably for Madras too</p>
16167	Sharon	Rennie		Yes	
16165	Mrs N E	Leys		No	
16160	Barry	PYCROFT		No	<p>I do not like three laning. This must be the option of LEAST SAFETY. Expensive to implement</p> <p>A better method would be the continuation of the one-way method already on those streets in the central city. That works well, yes?</p>
16158	hamish	mcgowan		Yes	But need to ensure sufficient parking alongside St Albans park. Seems a nonsense to be encouraging more traffic past a park. My view is that every encouragement to route traffic along edgewhere road to and from madras and barbados to Sherborne.
16155	Anna	Wilkes		No	As stated above, I would prefer to see the three laning continue up Cranford and Sherborne streets to Bealey Avenue. This would allow better dispersion of traffic as some people would choose the Madras/Barbadoes option and others would go through to Bealey Avenue
16152	Clarke	Washington		No	Can these not also operate with "clearway" lanes at peak time similar to Cranford.
16151	Shayden	Whipps		No	It's not required, currently, there is zero congestion!
16149	Mark	Meyer		Yes	
16148	Morgan	Hodgson		No	I support Madras but not Barbadoes and Forfar, it will be too narrow for 3 lanes and will adversely effect business owners re: parking
16147	Helen	Mitchell		Yes	
16146	Cameron James	McNeil		Yes	
16140	Sharyn	Foote		Yes	

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16139	Aynsley	Macnab		No	I assume that there can be no parking in areas that are 3 laned. This will adversely affect residents and businesses. Many residents do not have off street parking. Traffic banks up to the corner of Warrington and Barbadoes in the morning rush hour because Bealey and Fitzgerald Avenues are clogged.
16138	Iorna	gilbert		No	WOULD SUPPORT IF PARKING WAS STILL ALLOWED. DEFINITELY NO CYCLE LANE.
16134	Kathleen and William	Lawrence		No	
16133	Steph	Hopkinson		Yes	
16132	Liberty	Williams		No	
16130	Anne	Wiseman		Yes	
16129	Grantley	Judge		Yes	
16128	Sarah & Neil	Armstrong			
16127	Margaret	Cossar		Yes	Better traffic flow
16126	Christine	Marshall		No	
16125	Son & Julia	Le		Yes	
16124	Lorraine & Rob	Sheard		No	Unless "no entry" restrictions are made on Severn & Mersey Streets the north flowing traffic off Madras & Barbadoes WILL take the short cut through to Innes Road
16118	Carolyn	Till	Sincock & Till Audiology	No	see my submission attached
16117	Rebecca	Elkins		Yes	
16115	Kris	Thomas			
16114	Maggy	Tai Rakena		Yes	i certainly prefer 3 laning (to 4) and wonder why this remedy is not being applied all the way up Cranford St to Main North Road as opposed to the 4 lane option for that part.
16113	Daniel	Rawiri		Yes	
16112	Daniel	Allan		Yes	
16110	Richard	Malloch		Yes	This should be balanced by providing parking for the shops on side streets to make up for their loss of parking on Barbadoes street.
16108	Angela	Clarke		Yes	all possible options to be consulted on with residents
16106	Rob	Clarke		Yes	
16105	Jared	Hopkins		Yes	
16104	Jason	Harvey		No	If business are going to loose on street parking then I do not support 3 laning of these roads.
16103	Toni	Jones		Yes	
16101	Simon	Rogers		Yes	This would be the logical way to direct traffic bound for the CBD and south thereof, as I would essentially become an extension of the existing one-way system. However, the increase in traffic surrounding the newly-remediated St Albans Park is a concern, and perhaps extra measures need to be considered to limit use of Edward Ave.
16100	Neave	Ackroyd			
16099	Simon	Fox		Yes	

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16097	Laura	Macmillan		No	We purchased our property (our first home) 2 years ago and had we known this was going to happen we would have never purchased here, not only is it going to devalue our home but it will make the road much much busier. Our car does not fit in our garage so we will have nowhere to park as we currently park on the roadside, I have 3 children under 9 so I also have safety concerns for them. Our house shakes enough as it is without adding to this problem also the road noise will increase which is definitely not ideal! I also have concerns for the businesses that are around our home. They will almost certainly go out of business with the serious lack of parking. It seems strange that you are trying to send traffic down Barbadoes when it is so far away from Cranford Street it doesn't make any sense. If you go through with these plans there will be a lot of upset people!! Does it not make sense to widen Papanui road??
16096	RICHARD ADRIAN	HURST		Yes	
16095	katherine	Harbrow			This will enable the traffic coming down Cranford St to travel into the CBD (especially big trucks)
16094	David	Thompson			
16092	Thomas	White		Yes	
16089	Jahan	Pitcorn	2017	Yes	With 4 laning cranford and this, should spread the load enough from and to the city.
16085	Nick	Ackroyd		Yes	If they are not multi lane commuters will speed down residential side streets to beat queue on Cranford etc.
16083	Dave	Wells		Yes	ONE WAY STREETS THROUGH THIS AREA WOULD BE A BETTER OPTION
16082	Conrad	Fitz-Gerald		No	Because this is just a measure that was thought of because you didn't think the whole process through when first proposing the intensification of traffic on Cranford St. These will be turned into major through roads and will only cause more congestion at the Bealey/ Madras intersection as it is right turning only. The traffic on Barbadoes on the south side of Bealey is already at unsustainable levels and to turn the north side into 3 lanes will only worsen the situation. And as you have NO comment section for the next question I will leave it here. There are actually NO traffic calming actions required because the amount of traffic you are looking at unloading onto the area will slow things down to a crawl any way. We are a suburb of young families so your favourite option of biking everywhere is not viable for most.
16081	K	Perry			
16080	Meredyth	Anderson		Yes	Although driving along said streets we have a lot of parked cars later in the day. How will this effect them?
16079	Neil	Cox		No	Suggest extending existing one ways. Not enough room for 3 lanes. 3 lanes are not safe or you will lose parking. make one ways start/end at Warrington/Berwick
16078	C	De Lambert		Yes	
16073	Georgie	Falloon	Willow Shoes Limited	Yes	
16071	jonathon	dix		Yes	
16070	Blake	Quartly		Yes	
16069	Greg	Vodik		Yes	
16067	Stephanie	Clarke			

3. Do you support three laning of Madras and Forfar Street and Barbadoes Street between Warrington Street and Bealey Avenue?

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16066	Kirsty	Peel	Canterbury District Health Board	Yes	The CDHB supports the proposed improvements to main roads (including clearways and three-laning) to improve traffic flow at peak times. Increased traffic in this area without improvements to infrastructure will likely increase congestion, resulting in increased air pollution. Air pollution from motor vehicles can impact negatively on respiratory health, and contribute to greenhouse gases and climate change.
16059	Diane	Savage		Yes	
16058	Frank	Hill			
16057	Brad	Adlam		Yes	
16056	Peter	Davey		No	
16055	Rosemary	Fraser		Yes	
16053	Beth	Marshall		Yes	
16052	Chris	Ross-Smith		No	Three laning in a built up residential area is not a great idea. There are many MDUs in these areas that will be affected by the removal of parking. These are high family areas and the extra traffic could be dangerous to these vulnerable people.
16051	Jacinta	Highley		Yes	
16048	Tom	Aiken		Yes	
16047	Richard	Nind		Yes	
16046	A.G.	Talbot		Yes	Essential to try to reduce bottlenecks at Innes Road and towards central city.
16045	Clinton	Minchington		No	Which traffic calming measures are Cranford street residents being offered?
16044	Geoff	Leech		Yes	Absolutely!! North/south traffic must move via these roads to Cranford St with least amount of impediment. Allow left and right free turn in to Barbadoes St!!
16043	ken	Murray			
16042	Nieb	de Ruiten		Yes	What impact will this have on pedestrian crossings? As for parking, see note above
16041	David & Barbara	Spence		Yes	
16040	N	Harvey		No	
16039	G	Heath		Yes	
16037	D. J	Hargraves		Yes	
16036	Dave	Evans		No	No. Will destroy the suburbs
16035	N	Wiseman	Diana Isaac Retirement Village	Yes	
16033	J A	Grant		Yes	
16032	Geoff & Jan	Washbourne		No	New shops to be built on this corner, they will need parking. Don't think the road is wide enough for 3 lanes. There is currently not enough parking for existing shop
16031	Carole	Church		Yes	Am concerned for Forfar Street homeowners. Madras makes sense but not maybe Forfar
16030	Philippa	Wadsworth		No	I think a clearway would be better so these suburban streets only have two lanes
16029	Lewis	Perry		No	I like the idea but would make it very difficult to enter Madras if this was to happen
16027	Kevin	White		Yes	
16026	Lynne	Switalla			
16025	Eric	Banks		Yes	
16018	Julia	Hurren		Yes	

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16016	Glenn	Robinson			
16015	Chris	Simmons		No	
16005	Norma	Kloosterman		Yes	
16004	Ben	Frost		Yes	I think Madras is certainly wide enough to be made three-lane down to Bealey Avenue, but I why not wait and see whether it ultimately needs it before investing the time and money?
16002	John	Denney		No	<p>The body corporate of █████ Barbadoes Street incorporates owners of 8 different units (including myself) who are all vehemently opposed to the removal of on street parking outside of the properties properties. Some of the units are rented and some are owner occupied but generally all units have at least two cars as they have at least two people living in each unit. There is on-site parking for 8 vehicles. There is currently a very high demand for the on street parking and removal of any is likely to make residents life extremely difficult. Several of the units are rented and reducing parking provision will significantly reduce the rent that can be charged for these properties.</p> <p>Three laning of Barbadoes Street and Madras/Forfar Street between Bealey Avenue and Warrington Street would not achieve any reduction in congestion. Upgrading the intersections at either end may increase capacity in the network but anything in between would have minimal benefit. A micro simulation model would clearly demonstrate this and should be prepared before this proposal is taken any further. The signalised intersections on Hills Road and Cranford Street being upgraded is the only way the network capacity will be improved</p>
16001	Louisa	Taylor		No	Absolutely not. This is the most ridiculous short sighted idea. This will cut the park and the club off from the community. Children will not be able to get to the park without adult help. This is not an arterial route this is a community. the traffic issues are caused by bad planning on Barbados.
16000	Adrian	Taylor		No	NO! This proposal should not happen. The St Albans Park is a highly valued asset of the local community and gets high use. This will increase with the current upgrades to drainage and the amenity building. The park, skatepark and bowling and croquet clubs are very popular and with many users impaired elderly people, families and young children regularly crossing the road and parking on both sides. Three lanes either side will make this dangerous to cross, loose valued parking, be out of scale with the suburban context and be a community killer. It will create a noisy, wide barrier to a well-loved and used asset of the community and the many people who travel for events at the park. It will also create a bottleneck at Warrington and I'm amazed this even got proposed for consultation. Many other locals have expressed similar concerns and do not support it. This is a community hub and if anything, needs enhancements to the road and pedestrian safety, not creating barriers with more cars.
15999	Brian	Ramlose		No	We need our off street parking due to there being so many multi-dwellings

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15998	Sarah	Helleur		No	There must be consideration with the 3 laning of these streets around the parking issues at St Albans Park. It is currently being restored after the earthquakes. Prior to the earthquakes it was a very busy sports and recreation park with a large volume of soccer games played on it as well as community events (including Council run Summertime concerts). As it has been out of action since the earthquakes it is very hard to model what impact the 3 laning will have on parking around the park when it is used to its full capacity again. If parking is removed from the Madras and Barbadoes sides of the park, and with residential homes on another side, there will be significantly less parking for all park users which will impact on surrounding streets, and on pedestrians trying to cross 3 lanes of traffic to get to the park. There is also a bowling club on on Madras street and the users of this club are predominantly elderly. They will not want to walk long distances with their bowling balls to get to the club if close parking is removed.
15996	James	Ryan	Mr		
15994	Margaret	Meehan		No	There is not enough information to support or not support. I don't understand why, prior to 3-laning Madras St (which we were told at the drop-in session will be in effect only during certain hours), the road was narrowed at the Bealey Ave end for north-driving traffic. This has had the effect of slowing traffic and causing uncertainty.
15992	Nigel	Ellis			
15991	Amy	Spurgeon		No	
15986	Anouk	Minnaar		No	You're in the middle of a residential area. Two laning with a 30km zone would be appropriate
15985	Roger	Hudson		Yes	
15984	John	Lawson		Yes	Only if bottleneck on Berwick is addressed too
15982	Robin	Parr			don't live in that area
15981	Ben	Brady			
15980	Anne & Kent	Shivas			
15972	Scott	Willson		Yes	
15967	Vanessa	Winter	1969	Yes	Yes. Cranford cannot handle all the additional traffic that is going to pour onto it.
15942	Brett Colin	Riches		No	
15941	Brett & Amanda	Haldane		Yes	
15940	Chris	Chaplin		Yes	
15939	Mary	Harding			
15938	Allan	Grant		Yes	
15937	Barbara	Ingendae		Yes	Calming Forfar north of Berwick / Warrington does not help anyone going North East. These changes only seem to favour people going North or North West
15926	Jay	Jolly		Yes	
15921	C M	Grainger		Yes	
15920	Mary	Botting		No	
15918	Tracey	Gunther			Does this mean Forfar & the top of Madras & Barbadoes will all become one way, a continuation? Your question is not clear.
15916	Margaret	Hagger			
15911	SR Leonie	O'Neill			

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15910	Andrew Craig	McEwan		No	A recipe for confusion
15901	John	Atkinson		Yes	
15900	Penny	Gilchrist		Yes	Should hopefully help traffic flow better!!
15893	Steve	Burns			
15886	Gearoid	Coholan			
15868	Maike	von Minding		No	Same as above
15867	John	Osborne		No	You are dumping traffic in residential areas
15866	Peter	Whitcombe		Yes	
15865	Natalie	Burrows		Yes	
15864	Patricia	Lindsay		Yes	Not Forfar St - pre-school and retirement cottages
15863	Liz	Burrows		Yes	
15862	Anthony	Seeber		Yes	
15861	Tracey	MacArthur		Yes	Going from 2 lanes heading north on Madras down to one lane from Bealey slows traffic down. Parking for business on these streets needs to be readily available nearby i.e. just around corner - 1 hr limit
15860	Yolanda	Soryl		Yes	
15856	Samantha	Lovie		Yes	
15855	Penny	Paltridge			I'm not sure
15843	Jenny	Walker		No	Only support if adequate on street parking remains. The nature of the infill housing particularly on Madras St has resulted in need for on street parking.
15822	Fay	Utteridge		No	
15821	Robyn	Carrington		No	Dangerous - make roads link to existing one way, two lanes from Bealey Ave through to Moorhouse Ave.
15820	Margaret	Kneebone		Yes	Between certain hours - yes
15819	Hazel	Hyndman		Yes	
15818	Frances	Adank		Yes	So long as it does not make the traffic speed up 2 much? Also, is safe 4 cyclists?
15816	Campbell	Brinsdon		Yes	Where is the comments section for traffic calming options? Please paint "Keep Clear" areas across intersections, especially for Rutland Street intersections across Knowles, Weston and McFadden.
15810	Findley	Wat		Yes	
15807	John	Skipper		Yes	It is not about creating opportunities for greater speed, only getting cars moving, with minimal stoppages.
15806	Martin	Pinkham		Yes	It is imperative that Cranford Street be widened to a minimum of 30m to allow for 4 lanes of cars, 2 bus lanes and a shared path, providing a link to Madras Street and Barbadoes Street. In addition the three laning of Madras / Forfar and Barbados is crucial.
15803	Anna	Porritt		No	
15800	Sandy	Luxford			
15796	Kirsty	Mortell		No	

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15792	Gerry	Jackson		Yes	See below
15791	Xing	Lu		No	
15787	Andrew	Huntley		Yes	
15783	Howard	Murray		Yes	
15776	Rob	Haughey		Yes	
15774	Tim	Chaw		Yes	
15773	David	Tipple	Gun City Ltd	Yes	It is necessary to reduce bottle necks.
15772	Lex	Calder		No	It should be four. - Do this all in one hit - Its clear that connection is being prepared for eventual connection . Now is the time to do it.
15766	Sean	Mortell		No	See above
15763	Sjarron	Smit		Yes	
15762	Marcino	None			
15759	Emma	McCracken		Yes	
15758	luke	mckay		Yes	
15757	Mr Simon	Lindsay		Yes	See above
15756	Veronica	Clark		Yes	
15754	Miriam	Pascoe		No	If necessary, have NO PARKING at peak hours only. Two lanes is adequate for the bulk of the week days, and all weekends
15753	James	Seales		Yes	
15752	Sarena	McNaught		Yes	
15751	Julia	Harbidge		No	<p>Definitely not. This is a completely residential area and this will affect all of the residents negatively. Madras St at the end between Edgeware and Forfar streets is not a main road, I am currently able to turn right across the lanes in about 5 seconds each morning - clearly this is not a sign of a busy road. Many residents do not have parking at their homes as is the way of many old St Albans houses, and taking away the street parking leaves them with no options. If you drive down Madras Street at any time of day you will see there is consistently cars parked along here - where do you propose these all go? This is unfair to negatively impact on our lives purely for a motorway. Cranford Street is already an extremely main and busy road, and there does not seem to be any reason why this cannot be the street that is widened and turned into 3 lanes. The St Albans park between Madras and Barbadoes Streets is used constantly by many children and dog walkers due to the skate park and basketball courts. I don't understand why you would spend so much money upgrading and making improvements to such a popular park, to then ensure no one will continue to use it by making the surrounding streets too dangerous for kids to access it. It is completely nonsensical and seriously needs to be reconsidered.</p> <p>Madras & Barbadoes are both extremely RESIDENTIAL areas between Warrington & Edgeware Road. This will totally disrupt homes & cause huge parking issues. Its also dangerous for the many children who frequently use the park</p>
15750	Brenda	Greene		Yes	

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15749	Juilie	Duthie		No	Because of loss of parking and safety of children going to and from school. Also 3 laning going onto 2 lanes south of Bealey Ave?! Why? The traffic along Barbadoes & Madras works well as it is.
15748	A	Mareko		Yes	Hard to imagine but separates traffic into options
15745	Paul	Stephenson		Yes	
15744	Joe	Raiwalui		Yes	Yes to ease up traffic flow, mostly at peak time
15743	Paul	Phillips		No	It works now. Why interrupt traffic - why not fix up actually broken roads first
15742	Alister	Rance		No	Traffic is light on these roads peak is for a few minutes only and drivers will not turn two corners to use a route that won't get them to town any quicker
15741	Charles	Poynton			
15728	Marrissa	Norton		No	I live on the right hand side of Barbadoes Street. If you make it two lanes on this side of the road not only do we lose all our parking spaces which is essential as sometimes what we have isn't enough. It will also make even more difficult and possibly dangerous for us to do a right hand turn out of our drive way into traffic as well as trying to do right hand out of traffic into our drive way.
15709	Brian	Mahoney		No	In my view three laning introduces a major safety hazzard
15708	Karen	Dodd			
15707	Deb	Robinson		No	Not exactly
15706	Jo	Kearns			I don't support three laning of Barbadoes St, there are business there that would be affected by loss of parking it doesn't need 3 lanes no problem with Madras & Forfar
15705	Dan	Wigley		Yes	
15704	Brad	Nolan		Yes	This will definitely help traffic congestion
15703	Tim	White		Yes	
15702	Joy	Carol		Yes	
15700	Susan	David			
15699	Alister	Gardiner		Yes	Same remarks re cycle lanes as for Cranford St
15698	Phillip	Jamieson		No	I don't think their needs to be 3 lanes on Barbadoes Street. Never really a lot of traffic and it will take car parks away
15696	Callum	Pithie		No	
15695	Liz	Lowrey		Yes	
15693	Sue & Tony	Hampton		Yes	
15692	Lucie	Masselink & Craig Marshall			I live just off Forfar Street (██████████). Traffic is already substantial during peak hours, and it can be difficult to get on to Forfar Rd and turn off into Oxley. This will only get worse. Also foot traffic to the park (kids, dogs) will get more dangerous
15691	C	Edwards		No	Silly idea! The road is not wide enough. It will confuse people, and where do people park?
15651	Paul	Kelly		Yes	There does not appear to be any provision for cycle lanes on either road, this is a key cycling route to and from the city for many people

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15650	Stephen	Lewis		Yes	Will there not be the need to have some form of upgrade or restrictions such as Turn Left Only to avoid crossing the two lanes of traffic to turn out on the exits of all other side roads of these roads other than the ones that have proposals for intersection upgrades?
15648	Christine	Aitken		Yes	
15647	Moazzem	Hossain		No	
15645	Matt	Ellis		No	This is a densely populated area with multi dwelling properties. Where are people going to park if Barbados Street becomes 3 lanes wide?
15644	T E	French		Yes	Safety
15643	John	Gallagher		Yes	
15642	Michael	Mills		Yes	
15641	Geoffrey	Lye		No	Absolutely not this section of road will not handle a 3rd lane of traffic. Every day 2 houses I have lived in in this block shake to bits now with heavy traffic going passed and I have lived in this block since 1987. So unless you are going to pay for house repairs and unless you are going to rip up the road from Warrington to Bealey Ave and lay a deep layer down it will break up in no time. So this is a bad idea
15640	Nina	Strieker		No	Cranford should be the thoroughfare connecting with the new northern corridor, rather than Barbadoes/Madras
15639	Warren	Bailey		No	You will increase congestion unless you have same number of lanes up Cranford Street. You want flow to the north. Push vehicles up Sherborne St. Traffic has to merge somewhere why not early on Madras or Sherborne You have high density living that is part of the City's plan. This requires parking on the road. Your proposal to remove those car parks restricts visitors and makes living where we do less enjoyable. It also make living on either street less desirable lowering the value of properties. Simple and a low cost solution would be to turn Madras Street two lanes one way north to Edwards Avenue and then use Forfar Street to merge the two lanes. Resulting in an easier flow down Warrington- Berwick and through the Cranford - Berwick intersection. Change Barbadoes Street two lanes one way south from Warrington Street.
15636	Stephen	Bishop		No	Madras St comprises many townhouses and apartments. Loss of parking will have a significant impact
15635	Fiona	Stone		Yes	However Madras Street should have an on-street cycle lane north to at least Edgeware Rd as this is a popular cycle route to the St Albans area from the city.
15634	Margaret	Bennett		Yes	
15633	Rachel	Donaldson		No	This will ruin an entire suburb. it will wreck the wonderful feel of this suburb - This is a residential area!
15632	Brendon	Gardner		Yes	Agree - increase capacity and avoid shortcuts. Improved safety in suburban streets
15631	Melanie	McGowan		No	Definitely not, St Albans Park only just been done up, parking where for park users? Shops will be affected & all the houses. All these should also wait until see what traffic is like. Plus only for an hour each day max there is congestion so why create huge impact on residents for the 5 minute saving for out of towners
15630	Liz	Van Montfeit			N/A - this area is not applicable to me

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15629	Mike	Rose		Yes	
15628	Brian G	Mahoney		No	In my view three laning introduces a major safety hazard
15625	Barry	Blank	Diana Isaac Retirement Village	Yes	
15623	Dawn	Bultitude		No	Those who live north of our city should work in their own area and not congest our streets
15618	Susan	McCabe		No	Not good for the residents of these streets.
15617	Elizabeth	Cook		No	What for?
15616	Scott	Woyak		Yes	
15615	D	Lamond		No	People who actually USE roads should be involved in changes. Utter chaos is the current result of roadwork
15614	Leon	Blewett		Yes	Have free left hand turning
15613	None	None	Albert Watson Trustees	Yes	
15612	Conor	Leahy		No	Maybe a future step if required. Hard to predict future traffic trends so maybe better to wait & see influence of changes first
15607	Ashleigh	Falgar		No	This will take away on street parking and will increase traffic noise as Allard Street is between all 3 of these streets.
15606	Vanessa	Burt		No	Absolutely not! This will take away ALL of the available on street parking for vehicles of the people who live in that area, not to mention if people come to visit residents, there will be no on street parking available.
15596	kim	gow		No	I live on barbadoes street and with 4 flats on my address alone, struggle daily to get a park close to my flat as it stands. Off street parking is not an option for me with the other residents needing to use the driveway. My garage floods every rain (landlord fixing next summer!) So I can't park in it. Almost every address on barbadoes between Warrington and bealey has more than one flat, and therefore more than one car. I can fully appreciate the traffic is busy in the morning, but havng lived here for 7 years think parking is far more important than the very short lived congestion between 7am and 815. This would be the the worst thing for this street! Please don't do it.
15593	Kelsie	Bertacco		No	<p>I do not support this as it will increase traffic flow on Madras only for it to then have to turn left onto the main route to head north (Cranford Street). This merging of traffic from Berwick onto Cranford will create a backlog of traffic on Madras. If not turning left then there would be increased use straight ahead down Forfar which would be off the main route (increasing traffic on side streets). Surely it would make more sense for the main route (Cranford) to be upgraded and to encourage all traffic on the same route (as it is the merging of traffic that tends to slow things down).</p> <p>I further oppose this as it is going to reduce off street parking on Madras and negatively effect property values. These 'upgrades' should be limited as much as possible so not to effect the whole neighbourhood negatively. Upgrading Cranford makes sense as it connects directly to the northern corridor.</p> <p>The proposed three lanes on Madras also runs right by St Albans park which makes it dangerous for kids</p>
15592	Doug	Hitchon		Yes	
15580	Helen	Marginson		Yes	
15579	Rick	Enoka		No	
15574	Alan	Ward		No	

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15572	Arnold	Memelink		Yes	
15570	Tom	Wigley	Anna Wevers	Yes	
15566	Andrew	Kelso		Yes	
15560	Patsy	Tither			
15559	Matt	White		Yes	Definitely
15558	Lyndon	McIntosh		No	As above
15557	Michael	Lough		No	I think it would be good as long as it doesn't create more high-speed traffic down Edward Ave (between Barbados & Hills). We already have too much and this could create more. We need speed reduction measures ASAP!
15556	Gary	Wilson		Yes	
15555	Jacob	Stanley		Yes	
15554	Denise	Wilson		Yes	
15553	Lou	Kelleher		Yes	
15552	S W	Urquhart			Wouldn't want to live with the increased traffic
15548	Jeff	Root	Casa Construction	No	<p>There is no clear evidence that supports the widening of these streets and it appears to be an absolute waste of money. We live on Madras Street and we note two increased traffic periods of the day, being 7-45am - 8-15am and again at 5-15pm - 5-45pm. Timing of travel from Bealey Ave to Westminster is less than 5 mins.</p> <p>The loss of parking and amenity value to the community is significant and will order on disastrous to local business.</p> <p>Consideration must be made to how children navigate the road to access St Albans park and also the elderly, trying to get across 3 lanes.</p>
15541	Wade	Bishop		Yes	This has been needed for some time....though particularly at the Warrington end of Madras and the Bealey Ave end of Barbadoes....the remainder of these streets being 3 laned would be of limited benefit.
15540	Matt	Johnson		No	
15536	Jeff	Sim		Yes	I would strongly recommend this be undertaken as a clearway rather than permanent loss of parking, especially between Edgware Road and Warrington Street. There is a large amount of sport played in St Albans park over the weekends and in the evenings. The loss of parking at all times would have a significant impact on park users.
15533	Nicholas	Wogan		No	Absolutely NOT. Both streets are residential as well as thoroughfares. Channelling more traffic is highly undesirable and merely encourages unnecessary vehicle use at the expense of local residents.
15531	Vaughan	Kirkland		No	No because again this will have a major impact on local residents and is unfair. The council is promoting higher density housing in the inner suburbs a byproduct of which is less off street parking. They are then removing on-street parking as an option penalizing these residents. It is also again going to make it difficult and dangerous for residents to enter and exit their driveways.
15528	Lee	Smith		Yes	This is a fantastic idea and will speed up the flow of traffic in and out of town.
15527	Charlotte	McGuire		Yes	
15526	Andrew	Drake	n/a	Yes	

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15524	Peter	Thompson			
15523	Matt	Lucas		No	I'm not sure what three laning means or will achieve so i'm neutral on this one...but i can't tick both options
15522	Phil	Sugden		Yes	
15521	P & C	Partington		Yes	
15520	Phil	Vaughan		Yes	
15519	Neil	Sheerin		Yes	Best way to facilitate north/south traffic flow in/out of CBD
15518	Kerry	Jenkins			
15517	Abigail	Lowther		Yes	
15516	J	Jeram		No	A big no. All the time it takes to do all this will put me out of business. Why didn't you do this 5 yrs ago when there was no block of shops???
15515	John	Ascroft		Yes	Need to allow for cycles
15514	Mark	Smith		Yes	
15513	James A	Lewis		Yes	
15510	Nick	Saunders		Yes	
15509	Alika	Ackroyd			
15507	Marissa	O'Leary		Yes	
15503	Neil	Edmond		Yes	
15501	Ryan	Wood	Christchurch Transport Concepts	Yes	Yes. Or turn those 2 streets into 1 way streets with 2 lanes. Needs to happen to get traffic off Sherborne St.
15500	Chris	Broughton		No	<p>This will disrupt a quiet neighbourhood. Having St. Albans park and clubs with cafes and other suburban attractions is what makes St. Albans a cool place to live. Why bring more traffic into this suburb. Traffic should stay on track down Sherborne street into the city. Seems not logical to divert into suburbia and clog up Forfar street.</p> <p>We love the quiet and way people walk bike and exercise around our neighbourhood. If Madras traffic increases the park will be less accessible and it will not be as safe for families moving around. A rethink is needed.</p> <p>Winton Street Improvements - We would like Winton Street to be upgraded with narrowing crossings and mid-block raised platforms (or other ideas). More tree plantings like Oxley would also be nice. The idea is to deter motorists from using Winton as a bypass from Madras to Cranford Street. It is quite common for cars to race through Winton because it is open and wide and looks like an easy thoroughfare compared to other options. This is noticed both in the morning and at night (particularly as traffic builds up on Madras).</p> <p>Sherborne as a main arterial route - I suggest Sherborne should be the main exit entry point to the City onto Bealey Avenue. This is already a busy street and encouraging more traffic down this road makes more sense than encouraging more traffic through Madras and Barbados. This route is more direct and could be upgraded to 3-4 lanes. This would be great for businesses along this road (Motels, Service Station, Restaurants) and residents are already used to busy traffic and noise. Keep Bealey Avenue as the boundary and bring traffic in and out on 1-2 main routes.</p> <p>General Comment - With upgrades to St Albans park, nearby bowling club, skate park and playgrounds many</p>

3. Do you support three laning of Madras and Forfar Street and Barbadoes Street between Warrington Street and Bealey Avenue?

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					<p>families are using the park area. We also note Winton street is used for walking, biking and running with families getting to and from school. It would be good to discourage vehicles from being in the area and preserving the neighbourly feel. We want to encourage more people back into the inner city. Keep this in mind! We chose St Albans because it is close, walking distance to town.</p> <p>While we are still new to St Albans living on [REDACTED] we have noted a lot of kids go to the park. This will be discouraged if more traffic is in the suburb. Compared to Sherborne Street (where we lived previously for 6 months) it has always been busy with motels etc so you expect traffic. Sherborne is a natural thoroughfare to move in and out of the city. Madras and Barbados streets have inner city living and families looking for less traffic. I suggest keep motorists to 1-2 main streets and deter from being in the suburbs.</p> <p>In my view traffic is like water, it will go where you direct it. Directing more vehicles down Madras will only create more issues in the community where we live. Please don't encourage more cars into our neighbourhood. Suburbs are for people to live and enjoy and this shouldn't be compromised for motorists convenience.</p> <p>I hope this is useful and I am happy to coordinate more feedback from our street so we get the best outcome for everyone.</p>
15498	Emma	Lucas		No	Everything will still need to merge into two lanes! There is no issues with these roads! These are residential streets. They do not need to be three lanes!
15496	Philip	Bayliss		Yes	
15494	Warren	Frost		Yes	Not sure how it works, but think it is a positive solution
15493	B	Miller	2/22 Ranger Street	Yes	
15491	Joan	spackman		Yes	It will mean cars proceeding over Bealey Avenue when going north will not have to "jockey" for position and squeeze in.
15490	Rob	Beer		Yes	
15489	Paul	Daigneault		Yes	<p>Provided on street parking is retained!</p> <p>No clear aways!</p>
15488	Gina	Beer		Yes	
15487	J	Heatley		Yes	
15486	Nick	Johnston		Yes	Having Berwick street as a 3 lane road or even a 4 lane from Cranford St to Forfar St is a good idea. Then 3 lane from Forfar to Barbadoes St. Madras and the southern end of Forfar St should be 3 laned. The northern section of Barbadoes St I am not so sure about. Does it really get that busy?
15485	Tracey	Wynands		Yes	
15484	A G & A	Winnicott		No	AGW: A further intrusion of vehicles on places where people actually live
15483	Simon	Cornelius		No	Why did the Crown sell all the land in these streets in the 1990's that was to be used for a northern motorway?
15482	David	Ward		Yes	
15481	Katie	Graves		Yes	
15478	Richard	Dove		Yes	

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15473	Euan	Gutteridge		Yes	Yes to Barbadoes (2 lanes southbound) and Madras (2 lanes northbound) but no to Forfar. This would align with the one-way section through the CBD Carriageways are wide enough to land aircraft so should be able to accomodate without loss of parking?
15472	M.	Cassidy		No	Think of a way to deter heavier traffic coming this way. Northern Corridor should flow through Cranford and Sherbourne to Bealey. Not cutting into residential streets at all.
15471	Sarah	Wraight		No	
15467	Mike	Hickford		Yes	
15466	Liam	Bartholomeusz		Yes	
15465	Antonia	Abraas		Yes	
15464	Jane	Meyer	1959	No	This is a residential area - stop taking on-street car parking away - what are we supposed to do be isolated in our homes like I am on Colombo St - enough of your callous planning that does not take into consideration the homeowners and their right to enjoy a quality of life, between this madness and cycleway which I am affected by its time to leave this city, so I can have family, friends visit , grandchildren, elderly parent none of whom can visit due to no parking on Colombo except for during a work day but oh guess what I am working then. Think of the people that vote you in.... we sure as hell won't be next election
15463	Erin	McGill		No	In the long term if you make it easier for people to travel by car that is what they will do. = more and more and more cars. People do not measure their commutes in distance or the cost, they only measure their journey's by TIME. Make it quicker and we will get more cars and then it will get slower and then will need more and wider roads. This is all OLD thinking. Can't you come up with something better??
15462	Arnie	Scandrett		Yes	
15461	Gary	Rees		No	
15460	Jane	Forsyth		No	
15458	Dahl	Robertson		Yes	Our city is expected to grow and we to prepare for the growth now
15457	Becky	Wilson		No	I don't see it at necessary Why not just widen cranford st all the way down? That way traffic can turn right and left. End of Madras is left only!!!!
15454	David	Robinson		No	No, unless all the parking is banned and adequate safe space is provided for cyclists, and a flush median for pedestrians to cross the road, and there is adequate space for any bus stops. If this does not fit in the cross section then Madras and Barbadoes should be made one-way. There are sufficient local street cross roads to act as ladder rungs to an extended one-way pair.
15451	Jayden	Elley		Yes	

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15449	Carlene	Halpin	Resident	No	There is not enough residential parking already in this area. With multi units at least one person parks on the street. For example I have 3 out of 4 units with renters. There 1 car or the garage and with two other flatmate that's 2 on street parking so being up to 6 cars on the street. Having parking only on one side would limit that. Also with 2 lanes it makes it difficult if trying to turn into the driveway restricting traffic from the other direction. How will two lanes work during rubbish collection? My house shakes at present when a truck or bus travels past this will on cause further damage to my home. Colombo St past bealey is a disaster now this would only make the area less appealing for re-sale of housing. If your trying to reduce traffic into the city then why make it two lanes at it's will make it easier we need to be reducing admissions not increasing them with more traffic. Bealey Av interection turning into Barbadoes is bad enough now with large amounts of car running red lights with more traffic this will become more dangerous.
15445	Simon Gulliver	Gulliver		Yes	The clearway should be 24/7 not just for peak hours.
15443	Glen	Thompson	Papanui Primary School	Yes	
15442	Ken	Booth		Yes	
15441	L M	Pearce		Yes	
15440	None	None	Stanbarr Limited	Yes	
15439	W J	Bangma		Yes	
15438	Chris	Brockner		Yes	
15437	Jo	Steel & Maisons de Ville		Yes	
15434	Simon	Lyford		Yes	I support this to help move traffic into the city
15433	Dr Jonathon	Chambers	Merivale Medical Practice	Yes	
15432	Craig	Matheson		Yes	So long as you are able to upgrade Berwick St as it is going to be a terrible bottle neck in both directions
15429	Melanie	Scandrett		Yes	
15414	Kelly	Root		No	There is no need for this street to be 3 lanes it isn't even busy at peak times....this absolute stupidly at its best!!!
15413	Robert	Fleming		Yes	
15394	Jan	Maling			
15387	Cherie	McGowan		No	I don't support this as it takes away parking.
15375	Kelvin & Sue	Whall		No	
15358	Scott	Esser		No	
15350	Matt	O'Connell		Yes	Yes - see above - I would 3 lane Barbadoes going south and 3 lane Madras going north