

5. What would you like us to consider when upgrading the following intersections?

Submission ID	First name	Last name	Name of organisation (if applicable)	Cranford Street/Westminster Street	Cranford Street/Berwick Street	Madras Street/Edgeware Road	Barbadoes Street/Edgeware Road
16272	Paul	Van Herpt	Petition co-ordinator (Edgeware/Barbadoes shops)			We also would like to see existing lights favour the east/west direction in normal daytime and evening hours, and only have longer north/south sequences during those hours when peak flows are expected.	We also would like to see existing lights favour the east/west direction in normal daytime and evening hours, and only have longer north/south sequences during those hours when peak flows are expected.
16271	Karen Margrethe	Koed					
16266	St Albans School	Board of Trustees	St Albans School	<p>Red light cameras at the intersection as there is already an extremely high rate of red light running, this will get worse, endangering children even more.</p> <p>Right turning arrows from Westminster Street into Cranford Street.</p> <p>School zone signs visible</p> <p>Eastbound on Westminster is unsafe for cyclists (between Roosevelt and Cranford) as the road is too narrow.</p> <p>Not having too much signage (like on Trafalgar Street) as it is overwhelming.</p>	<p>Red light cameras at the intersection as there is already an extremely high rate of red light running, this will get worse, endangering children even more.</p> <p>School zone signs visible</p>		
16263	Brian	Basham					
16262	J A	Smith		No narrowing of roadways	No narrowing of roadways	No narrowing of roadways	No narrowing of roadways
16261	Dr Duncan	Webb	MP for Christchurch Central				
16259	Sue	Bealing		Easing traffic onto Westminster St - more time to turn on to Cranford St			
16258	Terry	Thorpe			Don't do it	Stop Madras St upgrade at Edgeware Rd, & make that the feed off to Cranford St	As above
16257	David	Coles					
16256	Beryl & Brian	Eves		<p>Children and senior citizens safety</p> <p>Speed lowering</p>	<p>Children and senior citizens safety</p> <p>Speed lowering</p>	Don't use these	Don't use these

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16255	Tracy	Fleming		Sure pedestrian crossing over Cranford Street. Consider compulsory purchase of shop & land from liquor shop to create wider intersection with right turn lane. If right 'turns' bad - local street will be & Innes/Cranford is no better for right turns	The primary through route should be Sherborne Street with Berwick eastern links. Need to consider peds & cyclists through to access	No specific intersection mentioned - important cycle link from Mairehau to Edgware & cycle route ...Madras is a popular cycle route - intersection should provide for sure cycle & ped access.	Both Barbadoes & Madras provide access to St Albans ..., both are collectors and have traffic flows. Maintaining good space for cycling, ped crossing and reflecting the high demand at the bowling club would be
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					
16249	Jeremy	Leeming & Jane Rennie					
16248	Les	Dowdle	Mairehau Primary School Board of Trustees				
16247	Emma	Twaddell		Pedestrians safety in particular around schools, and parks need to be the focus	As above	Active made transport modes focussed on rather than cars	As above. Also think of how Edgware Village connects to local traffic management plans
16246	Annette	Pont		Traffic lights with left & right arrows	Traffic lights with left & right arrows	Traffic lights with left & right arrows	Traffic lights with left & right arrows
16243	Ian	Hamill	Edgware Croquet Club (Inc)				
16242	Georgina	Lee				Traffic lights	Traffic lights
16241	Glenice & Keith	Wyatt					
16240	Aynsley	MacNab					
16238	Andrew	Martin					
16237	Jessica	Halliday		Speed reduction, protection for school children and others who are vulnerable in high-traffic situations	Speed reduction, protection for school children and others who are vulnerable in high-traffic situations		

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16236	Gemma	Dioni		<p>Improved pedestrian crossings, remove through/right lanes and provide separate turning lanes.</p> <p>Remove the parking close to the intersection to allow for turn lanes. People will just need to walk a bit further to the shops.</p>	<p>Turning restrictions. Having clearways will make it difficult for right turning traffic and through movements. Solid median on main road is only way to solve this.</p>	<p>On -road cycle lanes on each approach</p> <p>Pedestrian protection and priority due to close proximity to shops and community facilities.</p>	<p>On -road cycle lanes on each approach</p> <p>Pedestrian protection and priority due to close proximity to shops and community facilities.</p>
16235	Karlene	Rogers	Ellington Residents Association	<p>The goal should be to discourage traffic from using Westminster - Forfar as a rat run to and from Madras/Barbadoes streets.</p> <p>The intersection at Cranford and Westminster is tight already with shops on three corners and leaves little room for expansion.</p> <p>Right turning traffic from Westminster on to Cranford would simply slow things down.</p>	<p>Priority must be given to traffic using Madras & Barbadoes Street via Berwick Street, over traffic on Sherborne Street. Widening of Berwick Street is essential to four lanes between Cranford and Forfar Street, and then three lanes on Warrington Street between Forfar and Barbadoes - with two lanes going east. This may be achievable with an am clearway on Warrington between Forfar and Barbadoes. Anything less is setting this up to fail as Berwick Street is a key pinch point in the plan.</p> <p>Would be good to understand what the loss of service will be with and without widening Berwick Street (4 lanes), Warrington Street (3 lanes Forfar to Barbadoes). The documentation does not address this issue.</p>		
16234	Connie	Christensen	Go Cycle Christchurch	Please see 'Other feedback' for full comments.	Please see 'Other feedback' for full comments.	Please see 'Other feedback' for full comments.	Please see 'Other feedback' for full comments.

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16233	Clarrie	Pearce		Make provision for cyclists to get over to the West of Cranford when heading South such that they can join the MCR and visa versa at night.	Make provision for cyclists to get over to the West of Cranford when heading South such that they can join the MCR and visa versa at night. Cyclist can cut through by the soccer park to get to the MCR.	Make provision for cyclists to get over to the West of Cranford using Edgeware Rd when heading South such that they can join the MCR and visa versa at night.	Make provision for cyclists to get over to the West of Cranford using Edgeware Rd when heading South such that they can join the MCR and visa versa at night.
16232	John	Creighton					
16230	Douglas	Horrell		Please see my attached document for comments on this intersection.			
16229	Adrienne	Canton		<p>I would like to address Jameson Avenue which is on your plan but has been omitted. In reality no matter what you do this road is going to become a main thoroughfare for people trying to avoid Innes/ Cranford. Narrowing will reduce car parking, Corners of Weston / Jameson and Knowles / Weston , need to be raised with pedestrian access due to kids getting to school and high foot traffic. These intersections are a high risk now on Weston due to the width of Weston which is often misjudged so the intersection needs to be narrowed. We do not feel like we can give feedback on the other areas. I will advise that the Barbados/ Warrington Street intersection is a mess at peak time and will need to be carefully sorted out.</p> <p>In closing the motorway is great for people out of CHCH north but has done nothing but through a massive split through our suburb that will</p>			

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				have consequences for all people that live in our area. Taking into account what people living in north Canterbury are advising regarding traffic flow into town at peak hour being much better with the Johns Road extension, we do not consider this motorway was necessary to the extent that it has destroyed Cranford and no doubt most of the businesses that are currently on it up to Innes Road.			
16228	Carina	Duke	Blind Foundation	This intersection is a challenge for all users except pedestrians as the lines are straight and signalised. Cars block the intersection during peak travel periods as well as performing various manoeuvres to get around right turning traffic as there are no separated lanes for this. Is there a plan available of the upgrade?	Details not fully provided in consultation pamphlet - is there a design available?	This will improve access potentially for pedestrians depending on the design and lines of travel as well as correct placement of the signal pole, alignment of tactile audible arrow and placement of tactile ground surface indicators.	This will improve access potentially for pedestrians depending on the design and lines of travel as well as correct placement of the signal pole, alignment of tactile audible arrow and placement of tactile ground surface indicators.
16227	Edy	Eichholtz		Older/disabled people take longer to cross. Children need to be safe to be able to walk/cycle to school....St Albans Primary -Intersection cameras will be needed to prevent dangerous driving. -cycle and bus lanes		-doesn't need upgrading	-doesn't need upgrading
16226	Anthony	Wilding	Glandovey Idris and Straven Residents Association Inc.	See attached submission.	See attached submission.	See attached submission.	See attached submission.

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16225	Margaret	Stewart		Leave the intersections as they are. There are already traffic lights and they work fine. Leave St Albans alone. The St Albans Primary School children use these traffic lights so it must be safe for them.	There are already traffic lights that work fine. Again think about the children from St Albans Primary School	These lights are fine too. They work well as they are. I use them every morning. Don't upgrade Madras St to three lane highway. It won't be an upgrade. Merely a downgrade. Build a flyover over Cranford Street to Bealey Ave and leave the existing roads underneath. This has been done in London with the Hammersmith flyover.	There are existing traffic lights that work fine. Do not downgrade Barbadoes St to a three lane highway. The businesses and residences on Barbadoes Street need to retain their inroad parking. Build a flyover over Cranford Street and Sherborne St.
16223	Sue	Bagnall		The school children.. we currently have a campaign on that corner for motorists to look out for the lights and not take unnecessary risks, increased volume is going to create more anger and impatience. Not right hand turn from cranford into westminster as that part of westminster is narrow & chaotic at high pressure times.	Impact on the school children, so dangerous with extra traffic.		
16221	Connie	Christensen		Please see 'Other feedback' for full comments.	Please see 'Other feedback' for full comments.	Please see 'Other feedback' for full comments.	Please see 'Other feedback' for full comments.

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16220	Melissa	Macfarlane		I believe it is important to upgrade the intersections, however I would like to see this done in as simpler way possible. Some of the intersection work in our area have too much street signage, road marking etc and it is so busy it is distracting when driving. I would also ask that there not be plastic tubing fixed to the street like there is at the Barbadoes/Edgware and Rutland/Westminster corners. This looks terrible, temporary, and cheap as well - as being distracting as a driver.	I believe it is important to upgrade the intersections, however I would like to see this done in as simpler way possible. Some of the intersection work in our area have too much street signage, road marking etc and it is so busy it is distracting when driving. I would also ask that there not be plastic tubing fixed to the street like there is at the Barbadoes/Edgware and Rutland/Westminster corners. This looks terrible, temporary, and cheap as well - as being distracting as a driver.	I believe it is important to upgrade the intersections, however I would like to see this done in as simpler way possible. Some of the intersection work in our area have too much street signage, road marking etc and it is so busy it is distracting when driving. I would also ask that there not be plastic tubing fixed to the street like there is at the Barbadoes/Edgware and Rutland/Westminster corners. This looks terrible, temporary, and cheap as well - as being distracting as a driver.	I believe it is important to upgrade the intersections, however I would like to see this done in as simpler way possible. Some of the intersection work in our area have too much street signage, road marking etc and it is so busy it is distracting when driving. I would also ask that there not be plastic tubing fixed to the street like there is at the Barbadoes/Edgware and Rutland/Westminster corners. This looks terrible, temporary, and cheap as well - as being distracting as a driver.
16219	Michael	Curwood					
16218	Judy	McArthur	self	Turning restrictions Phasing of lights to allow more than one car to turn at a time.	Keeping more traffic going straight down Cranford Street rather than having it all turn left into Berwick Street.		

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16217	Fiona	Hartland		<p>This is a busy intersection for children going to school. There must be turning arrows in all directions to prevent the huge number of current red light runners. At present, it's a disaster and will get worse with the increase in traffic.</p> <p>There is a very busy school entrance to St Albans Primary on Westminster Street and therefore traffic coming onto Westminster needs to be minimised to ensure the safety of children. Counting down crossings would help people understand how much time they have to get across the road, especially children. Also, red light cameras should be operational at this intersection - and make it known that they are there!</p>	<p>This is also a busy crossing for school and preschool children so appropriate safety needs to be taken into account with an upgrade to this intersection. Counting down crossings would help people understand how much time they have to get across the road, especially children. Also, red light cameras should be operational at this intersection - and make it known that they are there!</p>		
16216	Ailsa	Ryan					
16215	Melissa / Joanna	Macfarlane / Wells	A number of residents on Malvern St and Roosevelt Ave				
16213	David	Hogarth			Close off the lefthand turnoff into Mersey Street from Berwick Street.		
16212	Nicholas	Fuller		Pedestrian and cycle facilities. This is an important link for getting children from home to St Albans school. It also links this area to the new Major Cycle Route along Trafalgar Street.	Pedestrian and cycle facilities. This is an important link for getting children from home to St Albans school.		
16211	Dirk	De Lu	Spokes Canterbury				
16210	Simon	Robinson		Safe entry and priority exit for cyclists and crossing for Pedestrians.	Safe entry and priority exit for cyclists and crossing for Pedestrians.	Safe entry and priority exit for cyclists and crossing for Pedestrians.	Safe entry and priority exit for cyclists and crossing for Pedestrians.

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16209	John	allen		NZTA guideline RTS6 Safety audit for residents entering and exiting there homes at peak hour	NZTA guideline RTS6 Safety audit for residents entering and exiting there homes at peak hour	NZTA guideline RTS6 Safety audit for residents entering and exiting there homes at peak hour	NZTA guideline RTS6Safety audit for residents entering and exiting there homes at peak hour
16208	Joanna	Wells					
16207	Craig	Taylor					
16205	Jim	Pickles		Cyclists and pedestrians	Cyclists and pedestrians	Cyclists and pedestrians	Cyclists and pedestrians
16204	Ron	Cone		Very limited scope to improve apart from a quicker response for side street traffic lights when there is very little traffic on Cranford St	Ditto	pass	pass
16202	Anastazja	Ryde		School kids trying to cross the road.		Need to try improve visibility	Traffic lights, improve visibility
16201	Andrew	Strachan		Turning arrow into Westminster Street			
16200	Olivia	Strachan		Turning arrows into Westminster Street. Safer turning options into Cranford Street ?better layout of lanes			
16199	Ray	Kennedy					
16198	Paul	Dillon		Safer crossing for the kids heading to St. Albans Primary. Improved cycleway for bikes crossing Cranford.			

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16197	Rachel	Dillon		<p>Safety of the children is most important. This intersection gets busy at peak times and it would be good to gain some understanding of where this traffic is going - are they cutting through to avoid other bottlenecks like Innes Rd? Having the intersection blocked off to vehicles at the west side of Westminster St would be safest for the children, but whether this is feasible is another question. If this isn't an option cars need to be deterred from cutting through Westminster Street near the school. Westminster Street needs calming measures put in place, red light cameras, pedestrian lights to go green before traffic lights go green, compulsory speed reduction appropriate for a school zone. The fact that St Albans school has to have someone at this intersection to get the children safely across the road shows how dangerous it is.</p>	<p>Again safety of children is most important, so red light cameras, pedestrian lights go green first.</p>		
16196	STEPHEN	ANDERSON	FRESH CHOICE EDGEWARE				
16195	Craig	Ford		<p>Stop right turning traffic from Westminster to Cranford by Liquor King cnr</p> <p>Better right turning signals that allow traffic to progress without running red lights</p>			
16194	Duncan	Webb	MP for Christchurch Central				

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16193	Jasmine	Poole		That pedestrian safety be a focus, due to proximity to a school / ECEs and shops. E.g. corner barriers and right hand turning arrow at lights onto and off Cranford St. that coordinate with lights so pedestrian crossing is only on the red.	Pedestrian traffic barrier on the Cranford side footpath by the lights. Right hand turning arrow for Sherborne into Berwick St flows.	Traffic signals to include arrows for the right hand turns in all directions.	Traffic signals to include arrows for the right hand turns in all directions.
16192	Seb	Kohnke		How will the higher volume of traffic impact St Albans School. Children crossing the roads are already having near misses with vehicles and higher traffic flow will only increase this risk.	As Above as children and pedestrians walk this route to school.	Residential area with heavy traffic flow is going to end in further incident.	As above
16191	Richard	Bone		The cost of all these need cost benefit analysis. Currently we drive through a number of the existing streets that have speed bumps etc to avoid the congestion in the area and adding more streets with speed bumps wont stop people seeking less congested routes. It's human nature.	South of Berwick will still cause major congestion on Sherborne. There will be little or no benefit the peak time travellers as increased traffic flows from the Northern Corridor will negate or overwhelm these streets ability to absorb any increases.	Wont achieve little at peak times as roads will be grid locked. Having lived in a number of major cities such as New York, Sydney, Singapore etc making it easier for traffic flows into the city just results in greater congestion and gridlock at peak time. These are failed practices, look what is happening to Auckland.	Traffic lights would help the pedestrian safety but at peak times the intersections are likely to become blocked to traffic due to poor driver habits.
16189	tony	ireland		That your prime consideration should be for pedestrians this whole project is about using ratepayer owned land and funds for the sole benefit of mainly other suburb motor vehicle owners and trucking operators. Local residents are being given little say. This whole process is badly flawed.		This intersection wants to be narrowed to a single lane and a groin added so as to impede the fast passage of motor vehicle Lights should be added and adjusted to give bicycle riders and pedestrians immediate passage sanity and safety should prevail at all intersections people before motor vehicles should be the norm.	

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16188	Clay	Baker		Double lanes from Westminster (each side) crossing Cranford	Intersection realignment to make intersection a T shaped route. This may assist in slowing traffic when approaching the intersection and the red light running offenders.		Traffic lights to keep traffic flowing.
16187	Maria	McEntyre		<p>This is a key pedestrian crossing for school children and residents to cross cranford street to the vets and park one side and school, english park and shops on other side of the road. Where will people park when wanting to use the cafes, pizza place, shoe shop, dairy etc. Will the CCC be paying for traffic custodians to escort children safely across the road crossing to get to and from school? Has there been any consideration given to the impact on small businesses?</p> <p>Already we have real safety problems with cars running red lights. Making it safer for pedestrians to cross the road is critical. You have to use traffic calming options not only at this intersection but also along cranford street from Innes road to bealey ave for people can cross cranford st at westminister, berwick and edgeware road intersections safely. If you bring increased car traffic volume into these inner city communities, you need to slow it down big time.</p> <p>CCC talks about being an inclusive city a connected city with strong local communities</p>	<p>This is a key pedestrian crossing for school children and residents to cross cranford street to the vets and park one side and school, english park and shops on other side of the road. Where will people park when going to the vets and to the hairdressers? Has there been any consideration given to the impact on small businesses?</p> <p>Already we have real safety problems with cars running red lights. Making it safer for pedestrians to cross the road is critical. You have to use traffic calming options not only at this intersection but also along cranford street from Innes road to bealey ave for people can cross cranford st at westminister, berwick and edgeware road intersections safely. If you bring increased car traffic volume into these inner city communities, you need to slow it down big time.</p>	Where will people park when wanting to use the second hand shop, the dog groomer? Has there been any consideration given to the impact on small businesses?	Where will people park when wanting to use the second hand shops, dairy, fast food outlets etc. Has there been any consideration given to the impact on small businesses?

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				but then goes about making decisions that do not support these goals			
16186	Dr Peter	TILLMAN		see FEEDBACK BELOW	see FEEDBACK BELOW	see FEEDBACK BELOW	see FEEDBACK BELOW
16185	Sherwin	Ang					
16184	Len	Fleete	Environment Canterbury (Public transport)				
16182	Malcolm	Pearce	Edgware Business Association				
16181	Carolyn	Moffat		The businesses in the area - they are all convenience based, and require parking to be retained. Please do not underestimate the impact of removing parking outside businesses. What is more important, the needs of commuters to get into town 2 mins faster, or retaining businesses who provide a service to the community, provide jobs and incomes for many. Too often recently, the traffic planning department has ignored needs of business. They need to listen and not ignore concerns. If you need an example of this, go and speak to Edgware Village businesses who are all suffering a downturn in foot traffic and turnover since the	Completely opposed to the upgrade if it means removal of businesses such as the vet	Parking needs to be retained for businesses in these areas. They are convenience based businesses, and if people can't get a park quickly and conveniently, they will keep going. Businesses will suffer. This may mean that commuters have to wait a bit longer on their journey to town, but that is better than businesses suffering. Parking also needs to be retained for residents in the area. This is a high density residential area, with lots of in fill housing, and there may not be sufficient off street parking for everyone.	Retain parking for businesses. Their needs should take priority over the traffic getting somewhere faster.

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				installation of the cycle lane. Although most parking was retained, the narrowing of Colombo St has meant that passing traffic now avoids the area, and these convenience based businesses are suffering. This is the reality in a car reliant city in NZ. And please do not rely on overseas research, because cities overseas have a decent public transport system, unlike Christchurch.			
16176	Mary	Dudson					
16175	Aimee	Swindley					This is a very busy area at peak hours, so a detour would be helpful while road works are happening
16174	Kirsty	Humm		I am really concerned that with the addition of more traffic into this intersection that there will be even more orange/red light running which needs to be more vigorously enforced by our Traffic Police (but currently isn't.) The safety of children and their families using this intersection between 8-9am and 2.45-3.30pm has to be paramount in any plan. Flashing lights at ground level on the crossings, such as the ones that used to be outside the previous Council offices in Tuam Street would work well here in my opinion as would improved visibility on approach to and leaving the intersection.	With this intersection I have similar concerns to the Cranford/Westminster intersection with regard to the crossings and suggest a similar solution ie flashing lights at ground level on the crossings and improved visibility on approach to and leaving the intersection.	Improved visibility on approach to and leaving this intersection and improved phasing to handle the current traffic volume, to be adjusted down the track once the effects of the Northern Corridor on traffic volume are known. I do not support three lanes on this road going north either, for the reasons I have outlined in the previous question regarding the proposed three laning of Barbadoes Street.	Where will the bus stop go? Where are people expected to park to access the wonderful small businesses on Edgware/Barbadoes? Again the phasing could be improved and visibility on approach to and leaving the intersection. Turning lights could also be added.
16173	McDonald	Sam	Fendalton-Waimairi-Harewood Community Board				

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16172	Rose	Leitch		A traffic light system like corner of hills rd/shirley Rd with the left lane for traffic going straight or turning left and there being a shorter right hand lane with a right turning light.		Keep as is	Keep as is
16171	Nicola	Covich	Mr				
16170	Marisa	Spear		<p>There should be no right turn from Cranford Street into Westminster Street reduce the flow into the school zone and to maintain the flow of traffic along the main arterial.</p> <p>The Westminster & Courtney Intersection is already dangerous with traffic frequently traveling at excessive speed (a danger to the school pedestrian traffic) and risky turning out of Courtney into Westminster.</p> <p>The traffic lights at Rutland, and subsequent no right turn into Westminster Street, have caused traffic issues at Innes Road and Rutland Street as there is no longer alternative routes to Cranford Street. This road is already restricted with the new cycle lanes. New red arrows have caused further congestion which will not accommodate additional traffic flow making it's way to the new motorway.</p>			
16169	Andrew	Sprouse				The junctions are ok as they are	Same as above
16168	Hilary	Stace		Right turning arrows			Need lane to turn left or right into Edgeware Road

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16167	Sharon	Rennie				Longer light changes	Leave parking if possible for shops Longer light changes
16165	Mrs N E	Leys				Parking for drop off / pick up of young children	
16160	Barry	PYCROFT		The right turns onto and off Cranford street, which will become a three-lane artery.	How is the continuation of Cranford through to Sherborne to be regarded? A smooth flow minimising bottle-necks must be a high in thought process. Heavy vehicles should be able to negotiate the turn/bend/ corner at normal speed (50kmph). Proper banking will aid this.	These are needed but should phased with the ingoing lights at Bealey to allow residents to turn into and off Madras/Forfar.	These are needed but should phased with the ingoing lights at Warrington to allow residents to turn into and off Barbadoes Street.
16158	hamish	mcgowan		Minimizing traffic turning onto and off Westminster. Encourage to continue to a) mostly edgwhere, and b) secondly Berwick		easy turn left off madras (two lanes?)	Two right turning lanes off edgwhere into barbaros south bound.
16155	Anna	Wilkes		There needs to be one lane for straight ahead/left turn and another (preferably with turning arrow) for turning right. At peak times this is a busy intersection for cross traffic (Westminster St).	Apart from minor adjustments to suit the new laning system, this intersection functions well in my opinion.	Apart from minor adjustments to suit any changes to the laning system, this intersection functions well in my opinion.	Apart from minor adjustments to suit any changes to the laning system, this intersection functions well in my opinion.
16152	Clarke	Washington		St Albans School pedestrian and cycle traffic. Local business'	St Albans School pedestrian and cycle traffic. English Park users. Local business' incl. St Albans vets.	Local business'	Local Business'
16151	Shayden	Whipps		Making it easy for cafe goers and students to cross/ slowing traffic	Slowing the traffic between there and Edgware road. Currently they go so fast it's very loud for the residents when they are driving so fast	Safety is very important here for all motorists!	
16149	Mark	Meyer					

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Submission ID	First name	Last name	Name of organisation (if applicable)	Cranford Street/Westminster Street	Cranford Street/Berwick Street	Madras Street/Edgeware Road	Barbadoes Street/Edgeware Road
16148	Morgan	Hodgson		Turning arrows for Cranford and Westminster. Parking for businesses	Turning arrows off Cranford. Parking	Management of increased traffic	Parking for businesses. Management for increased traffic
16147	Helen	Mitchell		A dedicated right turning lane from Westminster to Cranford St, heading towards Papanui. Left lane left turning and straight ahead	Lights	Lights	Lights
16146	Cameron James	McNeil		Keep as it is	Keep as it is	Keep as it is	Keep as it is
16140	Sharyn	Foote		A clear-way on the intersection so that when traffic is heavy/backed up on Cranford, traffic can still cross over Cranford St from Westminster.	No right turning out of Berwick Street. OR a turning bay for those turning right, so they can wait in the bay until it is clear to merge into traffic. The bay would need to be big enough for at least 2 cars.	No comment	No comment
16139	Aynsley	Macnab					
16138	Iorna	gilbert				MUST HAVE RIGHT TURNING ARROWS	MUST HAVE RIGHT TURNING ARROWS
16134	Kathleen and William	Lawrence		I dont think you have considered the impact removing the roundabouts at either end of Courtenay Street .The traffic now just speeds down Courtenay street to Westminster at peak times (50/60 K is nothing) and at school closing time. Very dangerous for children of St Albans school crossing Westminster street to Roosevelt Ave and beyond .Very difficult/often impossible for Courtenay St. residents to safely back out of their own drives as cars come round bend from St. Albans Street travelling east and gather speed at corner . Very disappointed Courtenay St. has not been considered for a speed reduction area.			
16133	Steph	Hopkinson					

5. What would you like us to consider when upgrading the following intersections?

Submission ID	First name	Last name	Name of organisation (if applicable)	Cranford Street/Westminster Street	Cranford Street/Berwick Street	Madras Street/Edgware Road	Barbadoes Street/Edgware Road
16132	Liberty	Williams				I would very much like you to consider on street parking for Madras street especially between Edgware and the Forfar/Warrington roundabout. ALOT of the residents down this street only have the option for on street parking including myself. I am a young Mother with a toddler and soon will have a newborn as well. If we do not have parking outside our house I will be forced to park down the road?? Around the corner?? We have a small recess into our garage however when I have parked here before the tail of my car sticks over the footpath and CCC have issued me parking tickets. I understand that I can't park over the footpath but if the on street parking was to be taken away I would be at a total loss as to where I would park. Being on one income as I am a stay at home mother there is no way we could afford to entirely re landscape our property because of a decision of the CCC.	
16130	Anne	Wiseman		Pedestrian Crossings	As above	As above	As above
16129	Grantley	Judge		Restricted access e.g. no right turn arrow, to avoid			
16128	Sarah & Neil	Armstrong					
16127	Margaret	Cossar		Right turning arrows at lights	Left hand arrow from Berwick into Cranford		Lights maybe
16126	Christine	Marshall		No			
16125	Son & Julia	Le		Right turn lane from Westminster to Cranford	Right turn priority light from Cranford on to Beswick		
16124	Lorraine & Rob	Sheard					
16118	Carolyn	Till	Sincock & Till Audiology				see my submission attached

5. What would you like us to consider when upgrading the following intersections?

Submission ID	First name	Last name	Name of organisation (if applicable)	Cranford Street/Westminster Street	Cranford Street/Berwick Street	Madras Street/Edgeware Road	Barbadoes Street/Edgeware Road
16117	Rebecca	Elkins		Please consider the children accessing nearby St Albans School. Also resulting traffic flow via Westminster St, Jacobs St and Roosevelt Ave.			
16115	Kris	Thomas					
16114	Maggy	Tai Rakena		<p>I would like to see a no right turn restriction at peak times into Westminster St.</p> <p>The traffic volume running through Westminster-> Courtenay->St Albans Street has become hugely increased and is moving at dangerous speeds following the latest "improvements" which saw the removal of 2 roundabouts in that stretch. The fact that there is one primary school en route and another nearby, along with an ECE means that such traffic behaviour is dangerous for the circumstances. The 'blocking off' of Westminster St at its Rutland Street intersection has dried that streets traffic volumes to a dribble which CCC had promised (over some decades) that it would not enable. Courtenay Street is now carrying both streets traffic singlehandedly when I am out on my daily morning walks.</p> <p>The intersection treatment at the Courtenay/Westminster intersection is also a significant problem with poor visibility until you enter the very limited transition space.</p> <p>The speeds I have observed on St Albans Street on the stretch between Rutland St and</p>	This intersection appears to function well at present.	This roundabout appears to function well at present however enlarged traffic volumes will probably demand traffic lights.	This intersection is becoming too busy to safely manage present peak volumes.

5. What would you like us to consider when upgrading the following intersections?

Submission ID	First name	Last name	Name of organisation (if applicable)	Cranford Street/Westminster Street	Cranford Street/Berwick Street	Madras Street/Edgware Road	Barbadoes Street/Edgware Road
				Courtenay Streets entry is nothing short of dangerous. High speeds are achieved in that stretch and then cars are screeching to a halt when they hit the narrower Courtenay Street. I definitely want to see traffic calming through the side streets off Cranford Street and prefer narrowed roads, and raised intersections. I am not a fan of highly raised platforms as they create noise nuisance when cars hit them at speed.			
16113	Daniel	Rawiri					
16112	Daniel	Allan					
16110	Richard	Malloch					
16108	Angela	Clarke		all possible options to be consulted on with residents	all possible options to be consulted on with residents	all possible options to be consulted on with residents	all possible options to be consulted on with residents
16106	Rob	Clarke		all options to be consulted on with residents prior to designs being made	all options to be consulted on with residents prior to designs being made	all options to be consulted on with residents prior to designs being made	all options to be consulted on with residents prior to designs being made
16105	Jared	Hopkins		Right turning Lanes in both directions to minimise the current impact on straight through traffic.			
16104	Jason	Harvey					
16103	Toni	Jones		No right turn into Westminster from Cranford	Allow right turn into Cranford and left arrow from Cranford into Berwick		
16101	Simon	Rogers		This intersection can become very busy during school drop-off/collection times, so I believe child safety should be paramount.	This needs to be widened, and the light configuration/pattern be amended to allow right turning onto Berwick. Perhaps a roundabout may work here(?)		

5. What would you like us to consider when upgrading the following intersections?

Submission ID	First name	Last name	Name of organisation (if applicable)	Cranford Street/Westminster Street	Cranford Street/Berwick Street	Madras Street/Edgware Road	Barbadoes Street/Edgware Road
16100	Neave	Ackroyd		No more cars coming past my school. My friend, Henry got clipped by a car at this corner crossing the road on his way home from school. Please don't let cars turn from Cranford St onto Westminster and go past my school.			
16099	Simon	Fox					
16097	Laura	Macmillan					
16096	RICHARD ADRIAN	HURST					
16095	katherine	Harbrow		This is a school crossing for St Albans Street. There have been numerous near misses already where car run the yellow light. A camera would be good at this intersection. Clear road markings along Westminster as current the eastern side road marking are not clear re which lane is straight ahead or turning.	To avoid rat racers could a no right turn be included here to prevent drivers right turning into Berwick Street.	none	none
16094	David	Thompson		Pedestrian safety concerns with St. Albans School a short distance down Westminster.			
16092	Thomas	White		Add a section to U-Turn on to opposite directions similar to the sections on the road near Eastgate mall	Add a section to U-Turn on to opposite directions similar to the sections on the road near Eastgate mall		
16089	Jahan	Pitcorn	2017	4 lanes no parking you need to look at Adelaide, their layout is similar to what we have and 4 lanes is the only option.	4 lanes no parking you need to look at Adelaide, their layout is similar to what we have and 4 lanes is the only option.	4 lanes no parking you need to look at Adelaide, their layout is similar to what we have and 4 lanes is the only option.	4 lanes no parking you need to look at Adelaide, their layout is similar to what we have and 4 lanes is the only option.
16085	Nick	Ackroyd		Huge allowances for children from 3 area schools crossing here. Dangerous intersection	Improve pedestrian crossing areas & time to cross		
16083	Dave	Wells					

5. What would you like us to consider when upgrading the following intersections?

Submission ID	First name	Last name	Name of organisation (if applicable)	Cranford Street/Westminster Street	Cranford Street/Berwick Street	Madras Street/Edgware Road	Barbadoes Street/Edgware Road
16082	Conrad	Fitz-Gerald		This is used by kids. Lots of them. Make it kid friendly. Right turning arrows would make it easier. But above all red light cameras. This has to be a prerequisite. To think otherwise shows the value you put on our young.	The intersection itself is fine. You need to change the sequence for the lights. Have ALL traffic stop and make the entire intersection a controlled crossing.		
16081	K	Perry					Ensure there is parking
16080	Meredyth	Anderson		I am concerned not only about traffic flow but also about - and more importantly, speed and the safety of the many school children who cross at this intersection. Parking too close to intersection which creates already a bottleneck situation.	Cranford Street at present has the longest time and therefore traffic coming from Forfar Street is often backed up half a block which causes frustration and drivers seeking alternative side roads when turning right	Already turning right off Edgware Road is often impossible and only one car gets across - the same for traffic turning right towards Bealey, from Edgware Village	This intersection seems ok, through between 4.30 & 5.30 there is quite a lint of traffic because of traffic congestion at the roundabout further ahead - I find Barbadoes easier to go along because at least at the Berwick St intersection there is two lanes already - one turning left and the other right where as the roundabout is one lane
16079	Neil	Cox		No speed restrictions on Westminster should stay as collector	Make the turns from Cranford to Berwick & vice versa the main flow of traffic depending on time of day	No comments	No comments
16078	C	De Lambert					
16073	Georgie	Falloon	Willow Shoes Limited	All P15 on Westminster Street be changed to P30. Leave one loading park outside Curtain shop. NB This P15 was changed from a P60 a few years ago without any consultation with neighbors....it was initiated by the curtain shop. Our business requires customers to stay more than 15 minutes to buy a pair of shoes. The neighboring cafe (Origin) agrees with us on this point and needs this changed for their business too. P15 is not suited to the majority of business types in this area. Cranford Footpath on the East	Suggestion: Erect a sign directing commuters to Edgware Shopping Village direction	Suggestion: Erect a sign reminding commuters Edgware Shopping Village direction	Suggestion: Erect a sign reminding commuters Edgware Shopping Village direction

5. What would you like us to consider when upgrading the following intersections?

Submission ID	First name	Last name	Name of organisation (if applicable)	Cranford Street/Westminster Street	Cranford Street/Berwick Street	Madras Street/Edgware Road	Barbadoes Street/Edgware Road
				side is a very big step down to the road and can be dangerous for people. Can the road be raised? The light at the intersection is very close to the corner. A lot of children cross there and may stand very close to the edge and be harmed if a large vehicle came by. Can this post be moved back from the corner.			
16071	jonathon	dix					
16070	Blake	Quartly					
16069	Greg	Vodik					
16067	Stephanie	Clarke					
16066	Kirsty	Peel	Canterbury District Health Board				
16059	Diane	Savage		So we can have a bike lane	We need bike lanes now. Very important	Arrows so we can turn right with on coming traffic	Arrows turning right with traffic as sometime you R in the middle have go through red lights.
16058	Frank	Hill					
16057	Brad	Adlam		Raised intersection More turning lanes			
16056	Peter	Davey		No change	No change	No change	No change
16055	Rosemary	Fraser					
16053	Beth	Marshall					
16052	Chris	Ross-Smith					
16051	Jacinta	Highley					
16048	Tom	Aiken		2 Lane cranford each way	2 Lane Cranford each way		
16047	Richard	Nind					
16046	A.G.	Talbot		Clearway which is enforced on a daily basis with towaways. No right turn into Westminster to reduce through traffic into residential areas and nearby St Albans School. Left turn arrow into Westminster.	Clearway enforcement with towaways. Left turn arrow into Berwick	Clearway in southerly direction	Clearway in southerly direction

5. What would you like us to consider when upgrading the following intersections?

Submission ID	First name	Last name	Name of organisation (if applicable)	Cranford Street/Westminster Street	Cranford Street/Berwick Street	Madras Street/Edgware Road	Barbadoes Street/Edgware Road
16045	Clinton	Minchington		Air quality and safety. None of which are adequate in the dismal consultation.	See above	see above	see above.
16044	Geoff	Leech		Enable free left-turn options to get this traffic off main north/south route	Remove all impediments - go for FOUR laning on Berwick Street. This is key to avoiding bottleneck between Sherborne St and Bealey Avenue.	Maximise north/south flow!	Maximise north/south flow!
16043	ken	Murray					
16042	Nieb	de Ruiter		This has been in an ongoing state of work for years. Please just choose a solution and get it done	Same as above. Cranford needs to get finished		
16041	David & Barbara	Spence					
16040	N	Harvey		Right turning arrow lights from Westminster St to Cranford St			
16039	G	Heath					
16037	D. J	Hargraves					
16036	Dave	Evans		No change	No change	No change	No change
16035	N	Wiseman	Diana Isaac Retirement Village	Right hand turn arrow from Cranford to Westminster	Right hand arrow from Cranford to Berwick	Right hand arrow turn in both directions into Edgware Rd	Right hand turn arrow from Barbadoes St in both directions
16033	J A	Grant		Consider school children's safety			
16032	Geoff & Jan	Washbourne					
16031	Carole	Church		Minimise lights. Impact on homeowners & businesses & parking	Impact on homeowners & businesses & parking	Impact on homeowners & businesses & parking	Impact on homeowners & businesses & parking
16030	Philippa	Wadsworth		Safety for crossing pedestrians e.g. island Safety for cyclists	Safety for crossing pedestrians e.g. island Safety for cyclists	Safety for crossing pedestrians e.g. island Safety for cyclists	Safety for crossing pedestrians e.g. island Safety for cyclists
16029	Lewis	Perry			Make more lanes otherwise it will become a massive congestion point which would make getting home a nightmare	Make sure it doesn't become a congestion point because people can't turn	
16027	Kevin	White					
16026	Lynne	Switalla					

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Submission ID	First name	Last name	Name of organisation (if applicable)	Cranford Street/Westminster Street	Cranford Street/Berwick Street	Madras Street/Edgware Road	Barbadoes Street/Edgware Road
16025	Eric	Banks					
16018	Julia	Hurren		Turning arrows, good visibility and good pedestrian crossing facilities. The zoned primary school requires children to cross this intersection and cross Cranford street - it should be safe and feel like a residential area rather than a motorway.	Turning arrows, good visibility and good pedestrian crossing facilities. The zoned primary school requires children to cross this intersection and cross Cranford street - it should be safe and feel like a residential area rather than a motorway.	Turning arrows, good visibility and good pedestrian crossing facilities.	Turning arrows, good visibility and good pedestrian crossing facilities.
16016	Glenn	Robinson					
16015	Chris	Simmons		Barriers on corners to protect pedestrians. Putting an under the road pedestrian crossing across Cranford St at or near this intersection.	Maybe if the under the road tunnel for crossing Cranford St is put half way from this intersection and the one above it would reduce the amount of time wasted waiting for pedestrians to cross at the above ground current crossings . I'm sure a camera in the tunnel would alleviate any security concerns.		
16005	Norma	Kloosterman		Increased safety measures - pedestrian crossings for the kids at St Albans school	Improve footpath - pedestrian crossing visibility.		
16004	Ben	Frost		Maintaining strong cross links and safety measures for the primary school children crossing to St Albans School	Discourage the use of Berwick Street as a rat-run to Madras and Barbadoes: keep the traffic flowing down Cranford to Bealey Avenue	Make Edgware Road a side street and discourage East<>West traffic: Keep Madras as the primary street	As above for Madras/Edgware
16002	John	Denney		Affecting minimal properties at this intersection should be acceptable as opposed to affecting the entire Edgware community by redirecting traffic into Madras/Forfar/Barbadoes Streets	Affecting minimal properties at this intersection should be acceptable as opposed to affecting the entire Edgware community by redirecting traffic into Madras/Forfar/Barbadoes Streets		Parking removal will impact on multiple businesses around the intersection
16001	Louisa	Taylor		consider school children			
16000	Adrian	Taylor					
15999	Brian	Ramlose					

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Submission ID	First name	Last name	Name of organisation (if applicable)	Cranford Street/Westminster Street	Cranford Street/Berwick Street	Madras Street/Edgeware Road	Barbadoes Street/Edgeware Road
15998	Sarah	Helleur		<p>Widening the west side of Westminster Street (as it is currently very narrow.)</p> <p>Putting in designated right turn only lanes on both sides of Westminster Street to enable traffic to flow more freely. (Currently straight through traffic is often held up while waiting for a right turning car to go). A longer time on a green light to let more traffic cross Cranford Street. A right turning arrow for traffic turning from Cranford Street into Westminster Street (especially given the traffic volume is expected to increase by 30%.)</p>			
15996	James	Ryan	Mr				
15994	Margaret	Meehan		<p>In addition to the shops at the corner, there is a very busy hairdresser between Mersey and Severn Sts. This has only a temporary use consent which will expire in the next year or so, but causes an incredible amount of traffic and car parking, particularly on late-night Thursdays. They do not appear to allow use of their offstreet parking.</p> <p>A large volume of traffic comes along Westminster Street from the east (in addition to traffic from the south turning out of Forfar St. This traffic either waits outside our house at [REDACTED] [REDACTED] to turn up Severn Street, blocking the road; or proceeds to the lights at Cranford Street and turns north. It needs instead to come west on Innes Road.</p>	<p>Thought needs to be put into making sure these lights don't cause gridlock back along Berwick/Warrington/Madras .</p>		

5. What would you like us to consider when upgrading the following intersections?

Submission ID	First name	Last name	Name of organisation (if applicable)	Cranford Street/Westminster Street	Cranford Street/Berwick Street	Madras Street/Edgeware Road	Barbadoes Street/Edgeware Road
				Unfortunately, the brighter street lighting that has been installed only on Westminster Street has made it appear a major thoroughfare.			
15992	Nigel	Ellis					
15991	Amy	Spurgeon		No change		No change	No change
15986	Anouk	Minnaar		Give cyclists/scooters/wheelchairs plenty of space	Considering it's near a school, & 30km zone is appropriate	I would like to see a 30km zone during peak hours with only parallel parking where there is space	I would like to see a 30km zone during peak hours with only parallel parking where suitable
15985	Roger	Hudson					
15984	John	Lawson			Clearway idea continued so no bottleneck		
15982	Robin	Parr		Parking for shops Safe crossing for school children Reduced speed zone for the school area, ie. 40km/h variable speed limits	Reduced speed zone for the school area, ie 40km/h variable speed limits	don't live in that area	don't live in that area
15981	Ben	Brady					
15980	Anne & Kent	Shivas					
15972	Scott	Willson		The significant of school children who pass through here Anything which will deter speed in this area			
15967	Vanessa	Winter	1969	This is currently a very dangerous intersection for pedestrians. There are a hundred+ school children who cross at this intersection twice every day. There are many many reports of near misses of children which the council is aware of. I believe these are mostly caused by late turning traffic running the red light, or trying to jump off on the green. This intersection must be upgraded with child safety in mind.			

5. What would you like us to consider when upgrading the following intersections?

Submission ID	First name	Last name	Name of organisation (if applicable)	Cranford Street/Westminster Street	Cranford Street/Berwick Street	Madras Street/Edgeware Road	Barbadoes Street/Edgeware Road
15942	Brett Colin	Riches					Would like you to consider resident in street. Would council like what happening to there street or road
15941	Brett & Amanda	Haldane		A dedicated right turning lane for traffic travelling west on Westminster wanting to turn onto Innes	Many children use this crossing - safety for them		
15940	Chris	Chaplin		Continue with traffic lights	Continue with traffic lights	Traffic lights	Traffic lights
15939	Mary	Harding					
15938	Allan	Grant				Turning arrows	Turning arrows
15937	Barbara	Ingendae		If this is upgraded, then Forfar to Warrington should NOT be calmed - that defeats the purpose			
15926	Jay	Jolly					
15921	C M	Grainger		No traffic calming it needs to flow fast			
15920	Mary	Botting					
15918	Tracey	Gunther		A wider road would be good but the cost & the extended time frame will make people suicidal or homicidal!!	Same!	Ditto!	And again!
15916	Margaret	Hagger					
15911	SR Leonie	O'Neill		Footpath & crossings with handy button stop signal		Footpaths & crossings	Sometimes I can't reach the cross button
15910	Andrew Craig	McEwan					
15901	John	Atkinson			Make the turn from Cranford Street as convenient as possible, and much less convenient to carry straight on along Cranford Street	Green wave traffic signalling for all of Madras Street	Green wave traffic signalling for all of Barbados Street
15900	Penny	Gilchrist		Green arrows for turning traffic		Green arrows for turning traffic	Green arrows for turning traffic
15893	Steve	Burns					
15886	Gearoid	Coholan					
15868	Maike	von Minding		Cyclist & Pedestrians! They always come too short!	30km/h Cyclist & Pedestrians!	30km/h Cyclists & Pedestrians!	30 km/h Cyclists & Pedestrians!
15867	John	Osborne		Stop cars using side streets to race traffic			
15866	Peter	Whitcombe					

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Submission ID	First name	Last name	Name of organisation (if applicable)	Cranford Street/Westminster Street	Cranford Street/Berwick Street	Madras Street/Edgeware Road	Barbadoes Street/Edgeware Road
15865	Natalie	Burrows		Right turning arrows	Right turning arrows	Right turning arrows	Please include a right turning arrow (North)
15864	Patricia	Lindsay					
15863	Liz	Burrows		Turning arrows	Turning arrows	Right turning arrows	Please have right turning arrows
15862	Anthony	Seeber					
15861	Tracey	MacArthur		Dedicated right turning lanes/lights phases Free left turn if no traffic going straight through	Free left turn from Berwick into Cranford if no traffic going straight through	Dedicated right turning lanes/lights phases. Free left turn if no traffic going straight through	Dedicated right turning / lights phases. Free left turn if no traffic going street through
15860	Yolanda	Soryl		Cycle path - having a good and safe one	Cycle path - as above	Cycle path - as above	Cycle path - as above
15856	Samantha	Lovie					
15855	Penny	Paltridge		This intersection is flat out hideous. I would love to see no turning right into Cranford from Westminster as without this would stop cutting through Forfar and other side streets. I cross this intersection twice daily in foot and I have lost count of the number of near misses when crossing the road and parents refer to it as "running the gauntlet".			
15843	Jenny	Walker		Westminster St is very narrow coming from the Courtney St side, which then makes right turning from the opposite direction difficult. Please consider the impact on the businesses at this intersection.			
15822	Fay	Utteridge		?	?	?	The bus stops in the same places. Can't do without the buses. No other way to get shopping etc
15821	Robyn	Carrington		Putting right turning arrows at lights		Putting right turning arrows at lights	Put right turning arrow at lights

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Submission ID	First name	Last name	Name of organisation (if applicable)	Cranford Street/Westminster Street	Cranford Street/Berwick Street	Madras Street/Edgeware Road	Barbadoes Street/Edgeware Road
15820	Margaret	Kneebone		Raised intersection	Raised intersection	Raised intersection/pedestrian crossing	Same as above
15819	Hazel	Hyndman					
15818	Frances	Adank		V. hard 4 cyclists - I tend to cross on to footpath	Quite like it as is	Quite like it as is	Quite like it as is
15816	Campbell	Brinsdon					
15810	Findley	Wat		Traffic Flow in peak times as many lanes/space/wide as possible	Traffic Flow in peak times as many lanes/space/wide as possible	Traffic Flow in peak times as many lanes/space/wide as possible	Traffic Flow in peak times as many lanes/space/wide as possible
15807	John	Skipper		No right turns from either direction off Cranford Street. No right turn or straight through option off Westminster. Left turns into Cranford Street on Give Way signs. Left turn off Cranford using separate slip lane.	The left turn going South and the right turn going North needs to be the default, always green option. The lights for other options should be strictly on a detected vehicle (road loop) basis and not on a timer. Any option to go South and effectively cut across the North-bound traffic at peak times should be avoided. South-bound traffic on Cranford should be forced left to Barbadoes, especially at peak times, and then head West along Bealey Avenue.	Madras Street goes North. No problem with East-bound traffic on Edgeware Road turning North on a Give Way or West-bound traffic tuning North on a Give-Way. This should be the only option. The key is to avoid traffic that goes against the flow or cuts across the the road.	Barbadoes Street is South-bound. No problem with East-bound traffic on Edgeware Road turning South on a Give Way or West-bound traffic turning South on a Give Way. This should be the only option. The key is to avoid traffic that goes against the flow or cuts across the the road.
15806	Martin	Pinkham		Retain Cranford Street as an Arterial Road and close off Westminster Street on both sides of Cranford Street.	This intersection should be realigned to give priority to traffic using Cranford Street North, and Berwick Street. Berwick Street should be upgraded to 4 lanes of cars and 2 shared paths. Cranford St (south of Berwick should be converted to 2 car lanes, 2 busways, and 2 shared paths.		
15803	Anna	Porritt					
15800	Sandy	Luxford		Well there is a bottleneck there at the moment with the shops so would like to see it not narrowed or raised.			
15796	Kirsty	Mortell		School children crossing	School children crossing		

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Submission ID	First name	Last name	Name of organisation (if applicable)	Cranford Street/Westminster Street	Cranford Street/Berwick Street	Madras Street/Edgware Road	Barbadoes Street/Edgware Road
15792	Gerry	Jackson					
15791	Xing	Lu					
15787	Andrew	Huntley					
15783	Howard	Murray		Plenty of turning time for right turning traffic	Plenty of turning time for right turning traffic	Plenty of turning time for right turning traffic	Plenty of turning time for right turning traffic
15776	Rob	Haughey					
15774	Tim	Chaw					
15773	David	Tipple	Gun City Ltd	██████████	██████████	██████████	The intersection needs traffic lights as it is too hard to turn right from Barbadoes Street, heading north at night. And there is still confusion about left-turners giving way to right-turners.
15772	Lex	Calder				Purchase sufficient land for possible grade separation - Youu may not need it for another thirty years but trucks and cars are not going away.	Purchase sufficient land for possible grade separation - Youu may not need it for another thirty years but trucks and cars are not going away.
15766	Sean	Mortell					
15763	Sjarron	Smit		Turning arrows (traffic lights)	Unsure?	Turning arrows (traffic lights)	Turning arrows (traffic lights)
15762	Marcino	None		Businesses at this intersection	A left hand turn arrow for city bound		
15759	Emma	McCracken					
15758	luke	mckay					
15757	Mr Simon	Lindsay		Difficult to have an opinion when there are no options to consider. Existing lights work well			
15756	Veronica	Clark					
15754	Miriam	Pascoe					
15753	James	Seales					
15752	Sarena	McNaught			No	Yes, this is already a busy road that is use to high traffic demand	
15751	Julia	Harbidge			That it's not necessary as there is no issue with this intersection	That it's not necessary as there is no issue with this intersection That the intersection already functions perfectly & its an unnecessary wasted expense to upgrade it.	That it's not necessary as there is no issue with this intersection

5. What would you like us to consider when upgrading the following intersections?

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15750	Brenda	Greene		Right turn arrow that goes green when you turn. Bike land. Pathway for peds	Right turn arrow that goes green when you turn. As above	As above	As above
15749	Julie	Duthie		Child safety! Protecting business livelihoods	Child Safety! Protecting business livelihoods	Child safety! Protecting business livelihoods	Child safety! Protecting business livelihoods
15748	A	Mareko		Lights are the only way to slow traffic along Cranford	Lights lights lights Its far too slow to join traffic. People take risks	Lights! Lights! as below alternatively leave Madras one way / give way	Lights! Lights! Lights! Too busy for morning and evenings for none!!!
15745	Paul	Stephenson					
15744	Joe	Raiwalui					
15743	Paul	Phillips		Actually finishing in a timely fashion			Not interfering
15742	Alister	Rance		Extra width for turning traffic	Extra width for turning traffic	Nil	Nil
15741	Charles	Poynton					
15728	Marrissa	Norton					
15709	Brian	Mahoney		This intersection works in it's present format	This intersection works in it's present format	This intersection works in it's present format	This intersection works in it's present format
15708	Karen	Dodd		Right turning arrows	Right turning arrows	Right turning arrows	Right turning arrows
15707	Deb	Robinson		Please consider the school kids who need to cross! Traffic gets really dangerous around here for them already	Please consider the school kids who need to cross! Traffic gets really dangerous around here for them already		
15706	Jo	Kearns		Right turning arrow into Cranford	Right turning arrow into Berwick		
15705	Dan	Wigley					
15704	Brad	Nolan					
15703	Tim	White		Better timed lights for Westminster traffic			
15702	Joy	Carol		Right turning lights off Cranford (arrows)		Right turning arrows off Madras	
15700	Susan	David		Parking for business at that intersection			
15699	Alister	Gardiner					
15698	Phillip	Jamieson		Right turn arrow its very hard to turn the corner			Parking for local shops
15696	Callum	Pithie					

5. What would you like us to consider when upgrading the following intersections?

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15695	Liz	Lowrey		Make left in/left out with raised median island utilised as a safe crossing point for children			
15693	Sue & Tony	Hampton		Turning arrow at intersection			
15692	Lucie	Masselink & Craig Marshall					
15691	C	Edwards		The PEOPLE who live there and any businesses who may be ruined!	The PEOPLE who live there and any businesses who may be ruined!	The PEOPLE who live there and any businesses who may be ruined!	The PEOPLE who live there and any businesses who may be ruined!
15651	Paul	Kelly		Cyclists and pedestrians	Cyclists and pedestrians	Cyclists and pedestrians	Cyclists and pedestrians
15650	Stephen	Lewis		Hatched intersections with traffic control and infringement cameras to stop 'amber gamblers' and entering traffic light intersections when the exit is not free.	Hatched intersections with traffic control and infringement cameras to stop 'amber gamber' and entering traffic light intersections when the exit is not free.	Hatched intersections with traffic control and infringement cameras to stop 'amber gamblers' and entering traffic light intersections when the exit is not free.	Hatched intersections with traffic control and infringement cameras to stop 'amber gamblers' and entering traffic light intersections when the exit is not free.
15648	Christine	Aitken		Turning lanes specifically would be good.	As above	As above	As above
15647	Moazzem	Hossain		Make it wide	Make it wide	Keep room in the middle to turn into driveways	Keep room in the middle to turn in to properties
15645	Matt	Ellis					
15644	T E	French					
15643	John	Gallagher		Right turn arrows with more than 3 seconds time	Major school traffic @ crossings		
15642	Michael	Mills					
15641	Geoffrey	Lye					The section of road between Edgware & Canon St will not handle a third lane of traffic. All the houses share now
15640	Nina	Strieker		Over bridge for children to St Albans school / English Park somewhere between Westminster and Berwick	2 lanes each way It is very difficult to turn right from Berwick on to Cranford currently		
15639	Warren	Bailey		Intersection too small to handle volume Stop right turning traffic from Westminster Street onto Cranford Street. Currently causing delays and a number	increase size. Either main route north is up Sherborne or it is not Convergence of traffic from one lane to two lanes must take place over a reasonable distance to assist merging.	Nothing required	Nothing required

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				of changes of lights before traffic able to go straight on.	Otherwise the back up of traffic will not result in a smooth flow. Merger should occur at top of Madras Street. Give high priority access to Cranford Street for those vehicles coming up Madras Street as opposed to those using Sherborne Street.		
15636	Stephen	Bishop					
15635	Fiona	Stone		Turning arrows & a designated turning lane is essential to prevent impeding through traffic	Turning arrows & designated turning lanes to prevent impeding through traffic on Cranford St.	Turning arrows. Traffic activators at night to enter from local side roads	Turning arrows. Traffic activators at night to enter from local side roads
15634	Margaret	Bennett		1. Parking for businesses 2. Heading north, people are inclined to overtake on the inside/left on Cranford, even though the r.h. lane traffic is going straight ahead. (i.e. from inside lane)			
15633	Rachel	Donaldson		All the St Albans School children that use this intersection	All the St Albans School children that use this intersection. How is the Council going to make it safe & for our most vulnerable residents??		
15632	Brendon	Gardner		Safe pedestrian x-ing for residents around & cluster of shops	Priority for traffic to get from Cranford to Berwick (and vice-versa) so drivers encouraged to take Barbados & Madras into city	No comment	No comment

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15631	Melanie	McGowan		Roosevelt Ave, Courtenay intersection Cyclists Businesses there Primary school Cars blocking intersection	Businesses there		Flockton Street so close it would almost need be part of lights
15630	Liz	Van Montfeit					
15629	Mike	Rose		Turning lanes Turning traffic prevents straight through traffic			
15628	Brian G	Mahoney		This intersection works in it's present format	See above	See above	See above
15625	Barry	Blank	Diana Isaac Retirement Village				
15623	Dawn	Bultitude		A. The residents B. The businesses who have supported St Albans:- You will kill them	Ugh ohhh ... ohhh. shite are you going to mess here too?	It's already a shambles	Have you ever tried to make a right hand turn here? Travelling east?? haha ...
15618	Susan	McCabe		I have children who attend St Albans School & this intersection is already a nightmare re. safety of our tamariki getting to school. Red light running at this intersection is shocking & it's surprising no child has been seriously injured or killed. It's about time something was done about this. Why can't we have a school zone to slow traffic down & make them aware there is a school nearby.	As above.		
15617	Elizabeth	Cook		Leave alone	Leave alone	Leave alone	Totally unnecessary
15616	Scott	Woyak					

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15615	D	Lamond		Freedom to park when convenient Stop killing businesses. Consider best result for people who live on these streets	Corner needs fixing now - what real changes will fix it. No bike lanes.	No bike lanes Consider the ratepayers & businesses	No bike lanes Consider ratepayers & businesses
15614	Leon	Blewett			Have free left hand turning	Have free left hand turning	Have free left hand turning
15613	None	None	Albert Watson Trustees				
15612	Conor	Leahy		The impact on businesses on this corner. New / small business need support!	Safety of school children		As above - impact on small business at this intersection - require parking facilities to maintain business
15607	Ashleigh	Falgar					
15606	Vanessa	Burt					
15596	kim	gow					
15593	Kelsie	Bertacco					
15592	Doug	Hitchon					
15580	Helen	Marginson		Lots of traffic also comes down Westminster but need to keep the Cranford traffic flowing	Keep the Cranford traffic flowing		
15579	Rick	Enoka					
15574	Alan	Ward				Years ago this was the councils proposed motorway into town land was brought for this project but then all the all the council changed there mind, barbadoes street is not an option why not put the motorway thru Innes road thru to fendalton road and thru hagley park	
15572	Arnold	Memelink					
15570	Tom	Wigley	Anna Wevers	Better alignment of traffic heading through on Westminster			
15566	Andrew	Kelso					
15560	Patsy	Tither		Do away with L turning lane south of intersection with â†' ahead - just make it left turning			
15559	Matt	White					

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15558	Lyndon	McIntosh		No road narrowing. It is a short sighted idea that hasn't worked well to date	As above	As above	As above
15557	Michael	Lough		Safe for children			
15556	Gary	Wilson					
15555	Jacob	Stanley		Westminster Street needs speed reduction all the way threw to HILLS ROAD			
15554	Denise	Wilson					
15553	Lou	Kelleher		Turning arrows for right-hand turns. Parking to help us 'shop local'			
15552	S W	Urquhart		Overhead bridges are wonderful things. Put in a few more	?	?	?
15548	Jeff	Root	Casa Construction			Speed of traffic through this intersection needs to be considered.	
15541	Wade	Bishop		The main consideration is the safety of pedestrians - particularly children - between 8 and 9am and 2.45 and 3.45pm. I'd like to see the section of Westminster Street on the south side of Cranford Street become a One Way Street from St Albans school running out to Cranford - with this section being narrowed and angle parking provided for the businesses at this Cranford/Westminster intersection. I'd like to see turning arrows as part of the intersection improvement.	I'd like to see a double left-turning lane from Cranford onto Berwick when heading south in order to encourage south bound traffic in that direction and not continue on down Cranford.		
15540	Matt	Johnson		Make it easier to turn right	Make it easier to turn right	Make it easier to turn right	Make it easier to turn right
15536	Jeff	Sim					
15533	Nicholas	Wogan		Provisions for cyclists (not shared paths which have been discredited overseas).	Provisions for cyclists (not shared paths which have been discredited overseas).	Provisions for cyclists (not shared paths which have been discredited overseas).	Provisions for cyclists (not shared paths which have been discredited overseas).

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15531	Vaughan	Kirkland		<p>The local businesses-where will their customers park?</p> <p>That it is a safe crossing point for the children attending St Albans school. Perhaps a red light infringement camera needs to be installed because I see people running these lights on an almost daily basis putting pedestrians at risk.</p>			
15528	Lee	Smith					
15527	Charlotte	McGuire		Please allow plenty of parking for these businesses.			
15526	Andrew	Drake	n/a		<p>We attend a church on 12 Berwick Street - on Sundays we need to park on Berwick Street to access the church, so appreciate the on-street parking to continue to be available. On Wednesday and Thursday mornings there are a lot of mothers and babies/toddlers who park on the street to access the church building.</p> <p>As a cyclist, the intersection to continue onto Sherbourne St is dangerous and there is no cycle lane - I would highly support a cycle lane that continues straight on (in between left turn and forward lanes).</p>		
15524	Peter	Thompson					

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15523	Matt	Lucas		It's a tight intersection with a large traffic flow and a school and preschool within 50m of it. The current crossings for pedestrians are pretty bad if you have a push chair or kids on bikes/scooters because of the deep gutters and huge drop off from the path to the road. I think better crossings and crossing times are essential here as there is a lot of foot traffic going to and from the school especially.	This is a fairly smooth and easy intersection heading South, but heading North it can back up a long way hence my earlier concern with adding lights at Madras/Warrington. So the sequencing with the Cranford St direction would need to be a lot better than current.	I use this intersection daily on my bike and have never had a real problem with it. The sequencing of the lights seems to be well timed as no one has to wait too long. I have seen a few decent accidents at that intersection however, but i suspect that may be from the orange light culture in Christchurch rather than the intersection.	Similar comment to the Madras/Edgeware Rd question...without the accidents.
15522	Phil	Sugden					
15521	P & C	Partington					
15520	Phil	Vaughan					
15519	Neil	Sheerin		Pedestrian crossings need to be made more apparent with zebra crossings - in the enclosed diagrams they appear implied rather than actual	As above	As above	As above
15518	Kerry	Jenkins					
15517	Abigail	Lowther					
15516	J	Jeram					All the road works will kill us put us out of business. There's no parking for customers
15515	John	Ascroft		Cycleway	Cycleway	Cycleway	Cycleway
15514	Mark	Smith					
15513	James A	Lewis					
15510	Nick	Saunders			I think that Warrington Street should be repurposed to direct the traffic to the one-way streets (Barbadoes and Madras) rather than continue down Cranford to the tee junction at Bealey Ave.		

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15509	Alika	Ackroyd		Huge number of children cross at this intersection. We need an overpass for the children to cross safely to the 3 schools serviced by this intersection. It will be very dangerous.	Huge number of children cross at this intersection. We need an overpass for the children to cross safely to the 3 schools serviced by this intersection. It will be very dangerous.		
15507	Marissa	O'Leary					
15503	Neil	Edmond					
15501	Ryan	Wood	Christchurch Transport Concepts	4 straight through lanes at all times with right turning lanes that have green turning arrows.	Having Cranford and Westminster traffic flowing North bound at the same time. Using narrow raised islands to separate the turning traffic.	Make this road a motor vehicle priority road. Discourage cyclist from using this road to increase traffic flow, parking and increase safety for cyclist. Cycle lanes on Colombo and Manchester can be cycle priority roads.	Make this road a motor vehicle priority road. Discourage cyclist from using this road to increase traffic flow, parking and increase safety for cyclist. Cycle lanes on Colombo and Manchester can be cycle priority roads.
15500	Chris	Broughton				Don't upgrade. Keep to 2 lanes. Traffic is like liquid... you can help it flow in a more direct flow into the city centre.	
15498	Emma	Lucas		Busy intersection with children crossing twice daily to access school. This needs to be a safe and should have reduced speed restrictions and school patrol at school times	Keep safe for children!		
15496	Philip	Bayliss					
15494	Warren	Frost		I think they are fine @ present & suitably controlled. Sufficient parking for shoppers		Think it is currently fine	The shops there still need good parking they are an important local amenity
15493	B	Miller	2/22 Ranger Street	Allow sufficient time for turning traffic	As above	As above	As above
15491	Joan	spackman		What is planned? Unsure what changes you mean?	Same as above	Same as above	Same as above

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15490	Rob	Beer		Leave as is Look at example of Puriri St where bend put at top signs with narrowing. Every week sign was run over / how many accidents happen with this?	Leave as is	Leave as is	Leave as is
15489	Paul	Daigneault					Ensure good traffic flow & ingress & egress from properties
15488	Gina	Beer		Don't narrow or zigzag		Don't narrow road or zigzag	Don't narrow road or zigzag
15487	J	Heatley		Lights improve		Leave alone	Leave alone
15486	Nick	Johnston		On Westminster St put in right turning arrow lights. In peak hours people queue up to turn right and this holds up straight through traffic.	You need to make consideration for on street parking for the Vet clinic. They have very few off street parks and having to carry sick animals long distances due to a lack of parking isn't really feasible.		
15485	Tracey	Wynands					
15484	A G & A	Winnicott		Installing a turning arrow of each of them (AGW) Both green & red (AW) (e.g. Papanui Rd/St Albans St			
15483	Simon	Cornelius		Over-bridges for pedestrians and cyclists	Over-bridges for pedestrians and cyclists	Over-bridges for pedestrians and cyclists	Over-bridges for pedestrians and cyclists
15482	David	Ward		Yes - if Forfar is three laned	Not needed	No	No
15481	Katie	Graves		Traffic lights with turning signals that are used. Too many traffic lights in Christchurch with turning signals that are not in operation during day resulting in people running late oranges/reds to turn right. Same with having a red right turning arrow but no green right turn arrow.	Traffic lights with turning signals that are used. Too many traffic lights in Christchurch with turning signals that are not in operation during day resulting in people running late oranges/reds to turn right. Same with having a red right turning arrow but no green right turn arrow.	Traffic lights with turning signals that are used. Too many traffic lights in Christchurch with turning signals that are not in operation during day resulting in people running late oranges/reds to turn right. Same with having a red right turning arrow but no green right turn arrow.	Traffic lights with turning signals that are used. Too many traffic lights in Christchurch with turning signals that are not in operation during day resulting in people running late oranges/reds to turn right. Same with having a red right turning arrow but no green right turn arrow.
15478	Richard	Dove					
15473	Euan	Gutteridge		Right turn filters on Cranford Northbound turning on to Westminster Eastbound	No change	Dedicated right turn lanes at traffic lights (left lane for left turn and through traffic)	Dedicated right turn lanes at traffic lights (left lane for left turn and through traffic)

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15472	M.	Cassidy		<p>traffic heading straight through Westminster should not have to wait for right turning traffic into Cranford. This is very dangerous at the moment as commuters are very impatient and run through red lights, as waiting for 3 to 4 green phases until the right turning traffic in front has cleared does NOT help.</p> <p>needs to be made much safer. right turning arrow is a must!!! So dangerous for the school children at the moment.</p>	this intersection is fine.	right turning arrow!	right turning arrow!
15471	Sarah	Wraight					
15467	Mike	Hickford					
15466	Liam	Bartholomeusz					
15465	Antonia	Abraas					
15464	Jane	Meyer	1959	Turning lane	None	Nothing it is perfectly fine as it is.	Fine as it is
15463	Erin	McGill		<p>What can you do??? Take away parking in front of the shops and houses? Paint some more lanes onto the road?? That the intersection is quite lethal for pedestrians and cyclists. Please don't forget about St Albans school children!! The recent changes to the roads around the school have increased speeds.</p> <p>Consider putting in some right-turn green arrows during peak times. Try to come up with some way to stop all those wretched Waimak people from blocking the intersection so Westminster St traffic cannot get across.</p>	This intersection is used by children going to school, I think it is fine as it is now.	Adjust the timing for the lights. They turn red almost immediately. Allow for a right-turn green arrow at peak times, or the locals will never be able to turn right.	<p>There is a shopping center on this intersection and those people should not have their livelihoods ruined by the desire of Waimak residents wanting to zip past.</p> <p>Do not three lane this road.</p>

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15462	Arnie	Scandrett			It is very narrow in this area - property purchase would be better than trying to squeeze everything in	It is very narrow in some area - property purchase would be better than trying to squeeze everything in	It is very narrow in some area - property purchase would be better than trying to squeeze everything in
15461	Gary	Rees					
15460	Jane	Forsyth		Our school children and a zebra crossing so many children have nearly been hit or have been hit as it is!			
15458	Dahl	Robertson		Beautification, planting trees	Natural Beautification, planting trees	Natural Beautification, planting trees	Natural Beautification, planting trees
15457	Becky	Wilson					
15454	David	Robinson		The safety of cyclists and pedestrians. The cycle lanes must be protected & separated. Parking should be banned as much as necessary to achieve this.	The safety of cyclists and pedestrians. The cycle lanes must be protected & separated. Parking should be banned as much as necessary to achieve this.	The safety of cyclists and pedestrians. The cycle lanes must be protected & separated. Parking should be banned as much as necessary to achieve this.	The safety of cyclists and pedestrians. The cycle lanes must be protected & separated. Parking should be banned as much as necessary to achieve this.
15451	Jayden	Elley		Pedestrians/cyclists as well as traffic	Pedestrians/cyclists as well as traffic	Pedestrians/cyclists as well as traffic	Pedestrians/cyclists as well as traffic
15449	Carlene	Halpin	Resident				
15445	Simon Gulliver	Gulliver		None of the options for intersection upgrades are cycle friendly as the side of the road where cyclists ride is blocked to give the impression of a narrower road. Raised intersections however are a good idea.	None of the options for intersection upgrades are cycle friendly as the side of the road where cyclists ride is blocked to give the impression of a narrower road. Raised intersections however are a good idea.	None of the options for intersection upgrades are cycle friendly as the side of the road where cyclists ride is blocked to give the impression of a narrower road. Raised intersections however are a good idea.	None of the options for intersection upgrades are cycle friendly as the side of the road where cyclists ride is blocked to give the impression of a narrower road. Raised intersections however are a good idea.
15443	Glen	Thompson	Papanui Primary School	Safe crossing for the children at St Albans School			
15442	Ken	Booth					
15441	L M	Pearce					
15440	None	None	Stanbarr Limited				
15439	W J	Bangma					
15438	Chris	Brockner		Turning options to clear traffic	Free turn left & extra space. Lane, heading south	Free turn left	Free turn left
15437	Jo	Steel & Maisons de Ville		Not a lot of traffic will be turning into Westminster Street	The merging of a lot traffic		
15434	Simon	Lyford					
15433	Dr Jonathon	Chambers	Merivale Medical Practice				
15432	Craig	Matheson					

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15429	Melanie	Scandrett					
15414	Kelly	Root				It does not need change	it does not need change
15413	Robert	Fleming		Painted cycle lanes and forward stop boxes please. Advance crossing for pedestrians.	Painted cycle lanes and forward stop boxes please. Advance crossing for pedestrians.	Painted cycle cycles and forward stop boxes please. Advance crossing for pedestrians.	Painted cyclelanes and forward stop boxes please. Advance crossing for pedestrians. Good access for buses.
15394	Jan	Maling					
15387	Cherie	McGowan		Can access Westminster St from Cranford.	Can access Berwick St from Cranford St.	Leave as is.	Leave as is.
15375	Kelvin & Sue	Whall		Parking for local businesses Right turn arrow from Westminster heading north			
15358	Scott	Esser					
15350	Matt	O'Connell		Permanent yellow lines - does there need to be car parking? I have just been in Auckland and they have done heaps of this - only takes a couple of rogue cars in clear ways to stuff it all up :)		No right turn heading north into Edgeware	