

## 6. Do you any other feedback you would like us to consider?

Submission ID	First name	Last name	Name of organisation (if applicable)	Do you have any other feedback you would like us to consider?
16981	Ray	Edwards	Urbis Traffic Management Planning and Development	See attached submission
16272	Paul	Van Herpt	Petition co-ordinator (Edgware/Barbadoes shops)	<p>We, the undersigned, make the following submission in respect for consideration into the proposed “Downstream Effects Management Plan” that Council is developing as a result of the Northern Corridor motorway discharging onto Cranford Street. Initial concerns are as follows;</p> <p>1 The feedback is to develop the “Downstream Effects Management Plan” according to the brochure, so what is that for? Does that mean the decision has already been made and now it is a case of convincing the residents of Barbadoes Street to put up with the effects? We note that that late last year the traffic light pole received an extra stub to the top of it as if in anticipation of some change. It now appears rather coincidental but we can now understand what that change probably is and therefore believe you have already made the decisions and this feedback is purely going through the motions because you have to.</p> <p>It is obvious that there is only one plan with no alternatives being put to the public. Feedback from the public information sessions are that while it is stated no decisions have been made, the one plan is strongly defended by Council staff leaving a very definite impression of things being “fait d’complete” even if no “political” decisions have been made. If this is the case then this is very disappointing as the whole consultation process is therefore a waste of time.</p> <p>2 The brochure is totally unclear as to what is proposed apart from three laning, loss of parking, and unspecified changes to intersections, it is even confusing between whether the three laning will work as a clearway or is permanent.</p> <p>3 Barbadoes Street has retail businesses, much at Edgware Road corner rebuilt since the earthquake so not dead and dying. Retailing like this needs parking in both directions. Does the parking both sides of the road disappear under the proposals or is the three laning not continuous.</p> <p>4 Barbadoes Street has 2 bus routes running through it, so how is this being handled, or are those routes destined to disappear from the street? The current route 100 bus turns into Edgware Road and already has some difficult with that. How is that going to be addressed? If at peak time the bus stops and blocks the inner lane while taking on or off of passengers that surely the inner lane is of limited value.</p> <p>5 The area between Edgware and Bealey is zoned for higher density housing which also attracts more on street carparking. If all this parking is to be only on one side of the street it will not cope, either in terms of parking numbers (based on overnight parking now), or in make it more difficult to get out of properties on the west side and create difficulties in finding places to put rubbish bins once a week for collection.</p> <p>6 Access to the park is compromised by having to cross two lanes in one direction, so summer morning jogs in the park or walking the dogs for those on the east side is compromised. Likewise on the western sides during the evening peak and the similar approach of three laning taken on Madras/Forfar.</p> <p>7 Double lanes are inherently dangerous as you can’t always see what is coming up the inside or along the outside if one lane is full of traffic and someone leaves a gap for you to access.</p> <p>It is many a day that you can drive down the one way part of Barbadoes and find most traffic in only one lane. Christchurch drivers do tend to get into the lane they need early so most go in the right lane for right turns further down the street. The left lane is then often clear of traffic. So what theory is being followed here that will mean both lanes get equally used? If both lanes don’t get used evenly is there any point to creating the second lane?</p> <p>8 The current peak load traffic is from 6am to 9am. Traffic feeds into Barbadoes from both directions off Warrington so one could assume that some of the Marshlands Road traffic comes across now and uses Barbadoes. It certainly did for the many months that there were closures on</p>

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				<p>Hills Road and North Parade and the street coped. To three lane Barbadoes for a morning peak only seems to be a complete overkill and a one sided traffic solution instead of a holistic community based solution. The amount of permanent disruption to the neighbourhood nor potential costs seem warranted for a peak of only a couple of hours a day that we have currently anyway.</p> <p>9 The city needs people living closer to the city in denser established neighbourhoods and St Albans is part of that. To run very linear high density route through it is not going to help the quality of community life. This suburb not only looks to the city as a direction to go but also east/west along streets like Edgware Road. After the earthquakes this street was closed for a couple of years and now has become a more minor road. The traffic lights all default to the north/south streets and the green cycle for the east/west streets are short. In the evenings you often have to sit and wait for no-one while the lights go through their long phase north/south cycle.</p> <p>Then there is the shambles at Edgware village where the lights were introduced with the cycleway. Coming east the lights are so positioned only one car can stop on the red, any other cars behind immediately block Trafalgar Street. You also get Colombo Street traffic coming out and expecting to go straight into Trafalgar northbound in one movement, a manoeuvre that has caused minor accidents. According to the local community newspaper those changes are not complete and further changes are being contemplated by Council. It is easier to walk sometimes! The volume of traffic on Edgware does not appear to have reached anything like pre-earthquake levels and some of this can be put down to the inconvenience the traffic signalling has created. Once you three lane both Barbadoes and Madras/Forfar this traffic signalling issue presumably will just get worse, not just in peak times but all day. Seems you have the coffin out already for this part of St Albans, you now want to nail it shut too!</p> <p>10 One of the advantages of a flat city with a grid structure of streets is there are always alternative to travel through to get around. Traffic has more chance of dispersing quickly.</p> <p>Look at other major NZ centres where motorways take traffic into the CBD and there is nowhere else to go when there is a problem so congestion is really easy to create. This proposal seems to direct the new motorway traffic into single routes and therefore work completely against natural advantages of the city and will just give us the congestions others have to put up with to make us the same. Silly really!</p> <p>Discussion;</p> <p>As the street currently is configured, it does appear to have capacity for a reasonable amount of traffic. Even during the period when Hills Road closed, it was seldom that traffic built up extended from Bealey through to Edgware. The ability of the street to cope appears to have more to do with the signalling at the Bealey/Barbadoes intersection. From the lay person and resident perspective, there does seem to be capacity to cope with more traffic in Barbadoes Street without the need for change, on the basis that while there is a peak volume, it is not overly congested. On what basis has it been determined there is a need for another lane?</p> <p>The retail area at Barbadoes / Edgware has a number of "destination" businesses that are unique to this corner and they rely on people having close and hassle free parking. Add to that mix the higher suburban density and on street parking it uses the demand currently will exceed what will be there if it is halved and down one side only.</p> <p>We are somewhat fortunate that the peak time is only in the morning, the evening peak volume uses Madras/Forfar, so we are not talking of a continuous 24 hour volume of traffic, we are talking between 2 to 4 hours at most.</p> <p>Berwick/Warrington seem to us to be the weak link in the process. The brochure has Cranford as a clearway so 2 lanes for the peak flow direction and then over to Barbadoes /Madras/Forfar for the continuation of the peak flow two lanes. Making the transition along Berwick/Warrington may not be quite as simple. This will need also to be two laned in the appropriate direction or it has the potential to become a bottleneck. Keeping Berwick/Warrington single laned makes changing Barbadoes /Madras/Forfar less relevant or appropriate.</p> <p>The alternative to Berwick/Warrington is to let the clearway continue down Sherborne Street to Bealey Ave. The connection can then be made</p>

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				<p>to get across to the arterial one way routes into the CBD proper, namely Barbadoes/Madras and Durham/Montreal. Again, from the lay perspective, it would seem a simpler prospect to have traffic transitioning east/west on Bealey which has 3 active lanes in each direction and cope with the peak flows through management of the traffic signalling system. This was during the 1990's through to 2004 the route of State Highway no 74. Previous to this it was part of State Highway no 1. It has therefore always been seen as a main route. This seems a logical option to reinstate and seems a less disruptive and less costly exercise that transitioning at Berwick/Warrington. We note that Sherborne has a significant number of motels having originated from the time it was classified a state highway and therefore has less medium density housing so parking issues are less than on Barbadoes or Madras. We suggest it will be the least effected of the three alternative streets for being impacted by a clearway option.</p> <p>While having a link to the one way CBD street system from the motorway and hence using Barbadoes/Madras/Forfar, we note there is no similar route on the western side of the suburb. A link through Rutland and Springfield for similar connection to the one way streets of Durham and Montreal doesn't appear. In fact Rutland Street is shown as a potential speed reduction street which we read as meaning reducing traffic to side streets.</p> <p>The lack of a western option, and Sherborne not figuring in the proposal, but a clear indication that you want to move the traffic east is going to impact on the Edgeware Village retailing. It is not unknown for people to stop in the village on their way home. The retailer, both at Edgeware Village and on Barbadoes rely on traffic through the area for their customers. This proposal appears to want to reduce the traffic near Edgeware Village and in Barbadoes limit on-street parking, both which need to be considered as adverse and unacceptable effects.</p> <p>Barbadoes Street still has tram tracks, buried just below the surface of the current roadway. These tracks act as a wonderful transmitter of vibrations and this was highlighted when they were cut through when drainage works were carried out along Edgeware Road post earthquake. Immediately, the number of vibration and shaking of our properties reduced dependent on which side of Edgeware Road one is and where the current pothole/crack is in the road surface. Our properties shake and windows rattle every time a bus or truck hit one of the road surface defects regardless of whether that defect is by our property or whether is it some distance away. If Council wants to significantly increase traffic volumes down the street to the extent you have to create a permanent additional lane, then you should also remove the old buried tram rails to mitigate the potential for damage to a built structures down the street from amplified vibrations.</p> <p>Suggestions;</p> <p>Our preference for process are as follows;</p> <p>A 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> <p>B Start with a clearway in both Cranford and Sherborne streets to Bealey Ave as these roads should have capacity to cope.</p> <p>C Create an equal prime route in the western part of St Albans to link up Durham/Montreal streets in similar fashion with suggestion D</p> <p>D 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>

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				<p>E 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>F Proposal to install traffic signals along Warrington Street are supported. These intersections have congestion issues, but we do have options of alternative routes by using Edward Ave in either direction to circumvent. However, they are for us to know and not for everyone to use otherwise the problem just gets shifted. Therefore traffic signal control is a better option.</p> <p>G 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.</p> <p>We look further to continuing consultation on the issues of traffic and community in this area,</p>
16271	Karen Margrethe	Koed		<p>I live on the west side of Cranford St and have to cross the street at the Cranford st/Innes rd intersection in order to visit my doctor, pharmacist, bakery/cafe and friends (one is my 90-old friend who I pick up for our weekly walk and cafe visit).</p> <p>The current Cranford/Innes road intersection is already dangerous for pedestrians as car drivers do not always obey the traffic rules or allow pedestrians safe crossing on the zebra stripes. This is particularly an issue with turning traffic and even though I walk with a white cane as I am visually impaired, I have had several close calls where car drivers who simply do not look for pedestrians.</p> <p>Changes to traffic volumes and the widening of the Canford st/Innes rd intersection will only increase the dangers to both cyclists and pedestrian and will also make travel within the local community more difficult for local residents on either side of Cranford st, particularly the elderly, disabled and children on their way to/from school.</p> <p>More road surface and higher traffic volumes put more pressure on an area which already has problem with high ground water level. So decreasing the drainage area in the Cranford Basin and increasing runoff will only increase flooding risks during heavy rain. Dudley Creek crosses my driveway so this is of great worry to me as the creak is already running very high during heavy rain.</p> <p>Cranford Basin should be used for flood protection, not a pointless extension of the motorway from QEII drive to Cranford St, as it will only encourage more single occupancy cars and will solve nothing in terms of traffic congestion, lowering of Carbon emissions, improving public transport or improving quality of life for the local communities of St Albans and Marihau.</p> <p>The envisaged route to the city via Berwick St - Madres St, Barbadoes St is not a route I would use if I want to visit the west side of the CBD. It would take more time to reach the destination, and if using a taxi the costs would rise considerably.</p> <p>The motorway section from QEII to Cranford st should be halted in it's current form and downgraded to a simple connector road and to solve the traffic congestion from the north a frequent free rush hour shuttle bus and share bike service should be provided to encourage more people to ParknRide/ParknBus/ParknBike from a new secure car parking facility at QEII drive (where the motorway joins from the north). This option will be a cheaper long term solution as it will save a lot of money on meaningless lane expansions, road maintenance, air pollution, avoid more flooding and increase quality of life for thousands of people living and travelling in this area.</p> <p>Thank you for the opportunity to submit on this endlessly devastating transport project.</p>

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16266	St Albans School	Board of Trustees	St Albans School	<p>No right-hand turns onto side streets from Cranford between Innes Road and Berwick Street to prevent rat-running and allow students to cross roads safely.</p> <p>Entry and exit to English Park from Cranford Street.</p>
16263	Brian	Basham		
16262	J A	Smith		
16261	Dr Duncan	Webb	MP for Christchurch Central	<p>Thank you for the opportunity to make a submission on the proposed changes to Cranford Street and the surrounding area.</p> <p>As the Member of Parliament for Christchurch Central the proposals affect my constituents. There are significant concerns from the community about the detrimental effects of the proposal and concerns that inner-city suburbs and city ratepayers' cash are being sacrificed for the needs of commuters. The proposal is also very car-centric and appears to dissuade commuters from considering alternatives.</p> <p><b>Background</b></p> <p>It is appreciated that the Northern Corridor is a fait accompli and it will deliver significantly increased vehicles on to Cranford Street when it opens. It is very unfortunate indeed that that project was commenced without any substantial work being undertaken on how the vehicles it will carry will be delivered into the Christchurch roading network. It is understood that some steps will need to be taken in this regard.</p> <p>Christchurch Central comprises a cluster of village-like communities. People who live in Christchurch Central have chosen to live close to the central city (mostly within cycling or walking distance). The Northern Corridor will discharge its traffic into Christchurch a little over 4 km from Cathedral Square.</p> <p><b>Principles</b></p> <p>There are a number of principles which have emerged from constituent concerns and which will be deleteriously affected by the current proposals:</p> <ul style="list-style-type: none"> <li>Protection and strengthening of communities;</li> <li>Promotion of non-car alternatives, including living close to places of work and amenity;</li> <li>The spending of ratepayers funds should, primarily, be for the benefit of Christchurch City ratepayers.</li> <li>Community retail and business hubs should be promoted as important community infrastructure.</li> </ul> <p><b>Concerns</b></p> <p>The current proposals do not enhance local communities. In particular, they will significantly increase the status of Cranford Street as a barrier road, that is, one which severs communities.</p> <p>There are a number of communities which straddle Cranford Street such as The Neighbourhood Trust, St Albans Uniting Church, St Francis of Assis School and St Albans School.</p> <p>There are real risks that those communities will be damaged. Either they will shrink to include only those on 'their' side of Cranford Street, or those who can will revert to using cars to travel the short distances to the respective sites as alternative forms of transport are dangerous or</p>

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				<p>unpleasant.</p> <p>By encouraging traffic on to Cranford Street, its attractiveness to anyone other than a car user will reduce. While it is recognised that the Papanui Cycleway provides one route, the fact is that many short trips, such as those to the Westminster Street shops, or to local schools, will never use the cycleway.</p> <p>Similarly where pedestrians have to battle busy and intimidating traffic, they may well opt for their own car, even for a trip of a few hundred metres, or not make the trip at all.</p> <p>This will also occur by the changes proposed in Edgware (three-laning Barbadoes, Madras and Forfar Streets). That will increase traffic flow on those streets and reduce the amenity of the neighbourhood. Those streets will lose character (particularly Forfar Street which is currently a pleasant suburban street) and become arterial barrier roads which will break up the community.</p> <p>You will also be aware that the neighbourhoods around Cranford Street between Innes Road and Edgware Road are established with a broad mix of households. They are mainly middle income families with a mix of modest homes and a number of pleasant but by no means salubrious renovated or new homes. This therefore is exactly the kind of neighbourhood that should be strengthened as a realistic alternative to cheap new-build commuter towns.</p> <p>What seems to have been missed is that the infrastructure burden (let alone the environmental burden) is placed disproportionately on Christchurch ratepayers and local Christchurch communities. This market distortion has created considerable inequity by providing disproportionately lower cost housing in outlying areas while increasing the cost (through rates and development contributions) and reducing the amenity of the housing in Christchurch City.</p> <p>While I am a very strong advocate for a central city that serves the whole of Canterbury, I am very concerned that previous transport strategies have encouraged commuter towns at the expense of encouraging growth and development within Christchurch, in the suburban belt such as Papanui and St Albans/Mairehau, suburbs closer in to town such as Edgware and within the city itself.</p> <p>Traffic will be reduced on the Main North Road/Papanui Road route. This is of course a multi-lane arterial route which passes through a number of commercial centres (Northwood / Northlands). While some of the business there are "destination" businesses such as large supermarkets and department stores, others (particularly those in Northlands) depend on passing traffic such as food outlets, bike shops, knick knock shops and so on. The diversion of this traffic will have a negative impact on those businesses.</p> <p>There will be no corresponding positive effect on businesses on the Cranford route. In particular the introduction of clearways at peak times will mean that it is not possible for commuters to stop at businesses on Cranford Street (particularly at the Westminster Street corner where there are a number of newly established businesses).</p> <p>Finally, it is not clear what the proposed clearway will be used for. It is presumably simply to be used for an additional traffic lane and not for a cycle/bus lane. This will mean that any cyclists will have to use the 3m wide shared path. You will be aware that those paths are designed for low speed cycling and not for "commuter" cycling of 20-30 kmh. This may therefore reduce the attractiveness of cycling for those cyclists who commute at speed and for distances of more than 7km.</p> <p>Process</p> <p>I am concerned that the proposal does not provide options. It simply states: "We have considered a number of options and found that the best option both for traffic flow and to minimise short cuts through local streets is a combination of main road improvements and some measures to reduce speed in quieter streets' and then proceeds to outline what will be undertaken.</p>

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				<p>I am hopeful that this consultation process will be open to all options and not simply iterations of the proposal put forward.</p> <p>While the proposal purports to be aimed at reducing disruption through increased traffic in neighbouring streets, its main objective is necessarily to increase traffic flow and reduce travel time from the Innes / Cranford corner to the city centre.</p> <p>Other proposals might include:</p> <p>Providing traffic information at the Waimakariri Bridge on route times to ensure even and optimum traffic flows down all alternative arterial routes including Marshlands Road, Main North Road, and Northern Corridor.</p> <p>Doing nothing in the interim and monitoring the effects of traffic flows and behaviours on surrounding streets and other routes. Introducing traffic calming in adjacent streets, but not introducing clearways (thereby diverting traffic down alternative arterial routes).</p> <p>Enhancing public transport services (such as more regular and cheaper buses) in conjunction with Ecan to reduce the demand on the roading network.</p> <p>Thank you for giving this submission, in particular the effects of the proposal on my constituents/your ratepayers, your closest attention.</p> <p>I am happy to address the council on this matter should it be required</p>
16259	Sue	Bealing		<p>There have been 2 very bad accidents already this year, due to speeding cars (along Knowles St, between Rutland &amp; Cranford).</p> <p>There definitely needs to be restrictions put in place to deter the many cars that speed down the road, particularly at night.</p> <p>Accident 1 - overturned car, crashed into 2 parked cars on both sides of the road.</p> <p>Accident 2 - solo car skidded in the rain/hail - on to the pavement, across the road and smashed into the pole on the other side of the road. Luckily no one was on the pavement!</p>
16258	Terry	Thorpe		<p>A lot of money is at present being paid to upgrade &amp; drain St Albans Park, which will attract many sporting events, and general useage. Access to the Bowling Club will be affected also. Please don't surround this area with major highways</p>
16257	David	Coles		<p>Significant attention should be given to avoid and discourage short cuts through side streets if three laning on Madras &amp; Barbadoes Streets is to be developed. We already have police and ambulances using Canon Street as a short cut at times</p>
16256	Beryl & Brian	Eves		
16255	Tracy	Fleming		<p>The current proposal takes advantage of the 'candor' width along Forfar Street but does not fairly reflect the ... and use of Forfar Street at a community level. The current through traffic demand is suppressed somewhat by the delay experienced at both intersections. Any intersection improvement would increase this and under the proposals Forfar would operate effectively as a collector (as such do not generally contain traffic signals!). We would be concerned about the safety of our children &amp; parents who walk or cycle to preschool (some in cycle trailers) and children crossing Forfar Street on the morning school run - which is already hazardous. The management of parking would require parents to park further away and travel further in many instances is very young babies &amp; toddlers. There are also concerns that the proposed parking changes would relocate parking into neighbouring streets - not .... outcome ....</p>

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16254	Vicki & Paul	Wilkinson-Baker		<p>We live at number [REDACTED] which is about halfway between Cranford Street and Rutland Street. Our property borders the council walkway which runs from Malvern Park over to Weston Road. This is already a busy neighbourhood with several schools, parks and a cycleway so the predicted 30% increase in traffic is very concerning.</p> <p>We understand a median strip will prevent city-bound traffic coming in on the Northern corridor from turning right and using McFaddens, Weston and Knowles Streets as a shortcut in the mornings, which is good news. Our main concern is during the afternoons when traffic heading home will be using our residential streets as a shortcut to avoid lengthy delays at the Innes Road / Cranford Street intersection.</p> <p>A large volume of traffic from places like Riccarton, Merivale, Carlton Corner, Victoria Street and the city already find their way to Innes Road and Rutland Street at the end of the day. Some of course are residents, but many are simply passing through as they head north.</p> <p>The tailback on Innes Road (from the Cranford St intersection) can easily stretch back a kilometre to Rugby Park and disappointingly, there is nothing in the current traffic management plan to indicate this will be improved. In fact, going by council predictions, it's likely to get considerably worse especially if the light sequencing favours motorists heading home using Cranford Street and the Northern Corridor.</p> <p>This will encourage frustrated drivers on Innes Road to simply turn left onto the northern section of Rutland Street and race down Knowles, Weston and McFaddens to avoid lengthy delays and bottlenecks at the Cranford / Innes Road intersection. At the very least Knowles, Weston and McFaddens all need several chicanes (some down to one lane - currently the narrowing plan is 2 lanes and does nothing to slow traffic down - see attached photos) you need to make it less attractive to those passing through at speed. This part of Knowles Street is also a very busy cut through from Western Road across Knowles Street to Malvern Park. There is considerable foot traffic especially young parents with their children either going to the park or back from. A speed restriction to 20 km/h should also be considered.</p> <p>Also a lot of parents and children use this cut through across Knowles Street between 3 - 4pm when coming home from school. This is the same time when the traffic cutting through from Rutland Street to Cranford Street avoiding the Innes Road junction increases.</p> <p>The traffic/engineering department at the council needs to seriously consider the impact of a 30% increase in traffic along the entire length of Rutland Street from St Albans St to Paparoa Street School. The Christchurch City Council has invested a large sum of money putting a much-needed cycle-way along the length of Rutland Street and with the road already narrowed, peak hour traffic is hazardous for all users - cyclists, pedestrians and motorists alike.</p> <p>There are children getting to and from four schools in the area (Paparoa Street, Heaton Street, St Albans and the Catholic school in Rutland Street). The street had to be narrowed to accommodate the cycleway and now in many places motorists can't see cyclists due to parked cars. When I was biking recently, (Vicki) I was nearly hit by a car turning left into Westminister Street cutting me off. The vehicle was so close I could touch it. There was a sign advising motorists to give way to cyclists, but there is so much happening on the road at busy times, I guess the driver never had time to see me or read the sign.</p> <p>Even now when we are driving, we find it difficult to navigate a busy, narrow road while at the same time looking out for cyclists and signs when turning. Around the Rutland Street shops there is a constant flow of people getting out of cars and walking across the road to get coffee, fish and chips or items from the dairy.</p> <p>Cyclists using Rutland are already at risk due to cars turning across the cycle lanes and the expected increase in traffic flow will make it even more dangerous.</p> <p>Rutland Street is also used by hundreds of children getting to and from school daily. As a result I believe the council has a responsibility to minimise the traffic flows to ensure they're not put at risk. After school activities and sport mean many children are walking and biking home as peak hour starts on the roads.</p>



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				<p>A no right turn when driving north up Rutland Street, from Innes Road, into Knowles Street and Weston Road would completely stop the cut through motorists. (Even at the busy times of the day) Local residents would have to drive around the block to access their homes but this is a small price to pay for a child getting knocked over, which we believe will eventually happen</p> <p>All these problems were flagged by local residents at consultation evenings when the Northern Corridor was in the planning stages. It is disappointing they're now a reality and little has been done to mitigate the adverse side effects in residential streets. We look forward to seeing solutions from the council that will ensure local children and cyclists can get move around their own neighbourhood safely without being hit by cars using the area as a shortcut racetrack.</p> <p>We will be watching closely at the Councils positive actions to ensure the safety of the public not just the convenience of the driver.</p>
16253	Abraham	Atherton	St Albans Catholic School Principal	<p>Thank you for taking the time to visit St Albans Catholic School and to discuss the proposed changes to Cranford Street and the surrounding area. I appreciate the communication and time you designated to my school.</p> <p>St Albans Catholic School has two entrances into the school, one from Rutland Street and the other on Somme Street. Due to the new layout of Rutland Street with the cycle lanes, many parents have been forced to use Somme Street due to the lack of parking. Needless to say, there are families who are still able to use Rutland Street however this has come with other safety concerns;</p> <ol style="list-style-type: none"> <li>1. Cyclists are riding recklessly down the cycle lanes. They are speeding on these and sometimes weaving between children. Due to the cars being able to park on the road, the passenger doors open in to the cycle lanes. This can be both dangerous for the pedestrians as well as speeding cyclists.</li> <li>2. Cars can be travelling at great speeds down Rutland Street and it is a concern that we have families crossing the road and there is no pedestrian crossing for the children and public to use. Due to the safety of our students, I would like to see a pedestrian crossing placed outside the school. A zebra crossing will ensure cars slow down and stop for families.</li> <li>3. We are planning to have some new classrooms built on site either this year or next however if any of our entrances need to close for the builders to use, this will cause congestion at the other entrance. We need to have a safe entrance for our students to enter the school.</li> </ol> <p>The clearway does make sense however what is the plan for Innes Road as there has been no design or proposal. In the morning and afternoon (Peak Times) Innes Road can be quite congested; How is the new Clearway and Northern Corridor going to address the higher number of cars? Will there be greater congestion on Innes Rd due to the Northern Corridor and Clearway?</p> <p>Our greatest concern is for the health and safety of our children and therefore we want to be reassured that this will not be having any negative consequences to our school community.</p>

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Submission ID	First name	Last name	Name of organisation (if applicable)	Do you have any other feedback you would like us to consider?
16252	Martin	Meehan	Kidd's Cakes & Bakery	<p>I do not support the proposed changes to Cranford st that include clearways and a shared footpath.</p> <p>The present plans have split Cranford st into two sections each with their own set of design solutions to cope with the same traffic using the same roadway. Neither of these are able to solve the problem of too much traffic using too little road. Cranford st is part of the Christchurch Northern Corridor and will receive the traffic from the Northern Arterial. We have been told at various meetings with CCC &amp; CNC that traffic will decrease by 50% on Main North rd and 25% on Marshlands rd when the Arterial is completed. This decrease will then become an increase on Cranford st.</p> <p>CNC 10th May 2018 stated that the" Northern Corridor will also significantly reduce traffic on Main North rd and Marshland rd making them safer and more appealing for cyclists and pedestrians " This begs the question, If this is so won't the significant increase in traffic on an already busy Cranford st make it less safe for pedestrians and cyclists as well as the cars that make it unsafe for them. The plans for Cranford st south of Innes rd seem to consist of yellow paint and hope. As with Cranford st above Innes rd the traffic designers have had to manage as best they can within the existing road boundaries</p> <p>The Aurecon design safety audit report 9th Oct 2013 2.3.2 ons (Cranford st above Innes rd. )" Ideally the road should be widened but this has been determined to be beyond the scope of this project " Also, "The SAT fully understands the limitations on property purchase along this section of Cranford st which has restricted the designers scope " They point out their concerns about the narrow lanes and say, " Bear in mind that the decision made here will likely set a precedent for other sections of proposed four laning "</p> <p>At the 2015 northern Arterial hearings residents noted that the road safety audit did not include safe access to and from residents properties. This is an issue that needs to be addressed along all of Cranford st. Between McFaddens rd and Berwick st there are 113 dwellings. Each of those dwellings generate 10.4 vehicle movements per day. (NZTA )</p> <p>This represents 1,175 per day</p> <p style="padding-left: 40px;">8,226 per week</p> <p style="padding-left: 40px;">427,772 per year</p> <p style="padding-left: 40px;">of these 213,886 will be exits</p> <p>33% of dwellings have a turning area (38)</p> <p>this leaves 141,960 vehicles reversing out onto Cranford st each year.</p> <p>Most of these properties have high front fences for privacy and noise reduction so visibility is a problem. The sharing of the footpath between cyclists and pedestrians adds to the likelihood of a collision between any of the three users of that space. The speed of cyclists can vary greatly and with the increased use of electric bikes an added variable is put into the mix. Having negotiated the footpath the vehicle must reverse into busy traffic lanes. The chance of this manouver happening 141,960 times per year without accidents and injuries occuring are fairly slim, and I think any competent safety audit would spot the problem.</p> <p>North of Innes rd Cranford st has a median strip to stop right turns from side streets and reidents right turning into their property. This is to make the road safer for all users. South of Innes (same road same traffic) no median strip. This will lead to cars blocking lanes while waiting to turn right into streets and driveways. Having to judge the varying speeds of two of traffic, pedestrians and cyclists fast and slow. The likely pressure of traffic held up behind them will increase the chance of bad decisions being made.</p>

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				<p>Has any consideration been given to rubbish bins being left out and their collection adding to the lack of visibility for exiting vehicles? At present parked cars on Cranford st can provide a buffer for reversing cars. With clearways this won't happen.</p> <p>NZTA Northern Arterial update 23 Dec 2014 states, "The new motorway will be built to a high modern safety standard" The design of Cranford st comes nowhere near that. Cranford st will be a major arterial. Other major arterials ie Blenheim rd and Port hills rd have four lanes, wide median strips, turning bays and a slip road for residents living along it. These roads were built years ago to a much higher standard than that which is proposed for Cranford st.</p> <p>I would like to be reassured that a genuine safety audit is done on the proposal for Cranford st that includes the entry and exit of residents from their sections.</p>
16251	John	Corbett	Rojo Properties (2016) Ltd	<p>We own the property at [REDACTED] and have 2 comments:</p> <ol style="list-style-type: none"> <li>In order to slow traffic past our property, we would like to see "humps" installed across the roadway. We believe this is the only effective method of slowing traffic, which we believe will be a problem.</li> </ol> <p>While you could put up speed signs e.g. 30,40kph, it is only voluntary as to whether drivers slow down, or take any notice, whereas speed "humps" force drivers to slow down, or potentially damage their cars.</p> <p>We think 2 or 3 humps between Innes Rd and Westminster St, and Westminster and Berwick Sts. should be put in place.</p> <p>While not everyone will agree with this, we think it is the most practical and effective way to restrict speed in this area.</p> <ol style="list-style-type: none"> <li>We are fully in favour of a raised platform at the intersection of Cranford and Westminster Sts. Presumably this would be in addition to the existing traffic lights.</li> </ol> <p>We apologize that this submission is slightly late.</p>
16250	Felix & Oliver	None		<p>In the last 3 months of living here we really noticed the speeding cars. We are really concerned about the children who live and play here everyday</p>

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16249	Jeremy	Leeming & Jane Rennie		<p>We live at [REDACTED] and make the following points in relation to traffic management initiatives associated with the proposed changes to Cranford Street.</p> <p>We note that we have experienced significant increases in vehicle traffic on Rutland Street over the last 8 years and this is of growing concern.</p> <p>1. We support traffic calming initiatives on Rutland Street (and the surrounding streets and certainly those adjoining Malvern Park and St Albans School / St Albans Catholic) that seek to deter motorists from taking short cuts and also in speeding. We experience boy racers down Rutland Street on a frequent basis and the introduction of the cycleway has not discouraged this speeding. We note that Rutland Street is now very busy with the cycleway, local shops, Rugby Park, Catholic School, church and Reflect and we encourage the Council to acknowledge this street as a key community street and not a high volume commuter vehicle route. We support the use of raised intersections, mid block raised platforms with road narrowing and additional landscaping along Rutland Street to support speed reduction measures and to reduce traffic movements. The focus of the street should be on cyclists and pedestrians and consequently more needs to be done to manage vehicle numbers.</p> <p>2. As you will be aware we now have the Papanui Parallel cycleway down our street and consequently the Council have made a number of changes to the street recently. One of the changes was the restriction of traffic turning right out of Westminster Street onto Rutland Street. Unfortunately the new layout has not resulted in changes to driver behaviour. As a result the Council have recently installed flexible traffic poles in the middle of the road at the Westminster/Rutland junction to stop the illegal turning of traffic right into Rutland from Westminster. However, not even the poles are working and traffic continues to make unsafe turns over the cycle lane (and over the poles!). We are concerned that the additional motorists trying to use the surrounding streets to make short cuts will result in increased safety concerns at this intersection. We are also concerned that the initiatives the council have put in place are not actually working.</p> <p>Please let us know if you wish to discuss the above further.</p>

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16248	Les	Dowdle	Mairehau Primary School Board of Trustees	<p>To Whom it May Concern,</p> <p>The Board of Trustees (the Board) for Mairehau Primary School provides the following feedback to Christchurch City Council (CCC) on the proposed changes to Cranford Street and the surrounding area.</p> <p>Mairehau Primary School is a full primary school catering for students year 0-8 with a current grading roll of 474. We have approximately 300 families within our school community located in northern Christchurch.</p> <p>The safety of our students travelling to and from school is of utmost importance to the Board.</p> <p>The school site has two access points; from Innes Road and Mahars Road. Innes Road provides access for active travel modes and school drop off, whereas Mahars Road provides access for active travel, school drop off, and driveway access for permitted vehicles only. School road patrols are active at both of these access points at the start and finish on school days.</p> <p>Mairehau Primary School is "on the border" of the most affected area as identified in the consultation material. The Board of Trustees are concerned what impact a 30 percent increase in traffic volumes will have on the following:</p> <ol style="list-style-type: none"> <li>1. The pedestrian crossing on Innes Road, and the safe operation of school road patrols</li> <li>2. The safety and function on the following intersections for all travel modes: <ul style="list-style-type: none"> <li>o Innes Road / Philpotts Road intersection</li> <li>o Innes Road / Kensington Ave intersection</li> <li>o innes Road / Mahars Road intersection</li> <li>o Westminster St / Kensington Ave intersection</li> <li>o Westminster St / Mahars Road intersection</li> </ul> </li> </ol> <p>These are currently all priority-controlled intersections.</p> <p>The Board would like assurance from Council that the future safety performance of these intersections, and the Innes Road pedestrian crossing, is thoroughly investigated as a result of the proposed roading changes, and improvements are made to these parts of the network if required.</p> <p>Thank you for the opportunity to provide feedback.</p>
16247	Emma	Twaddell		<p>Local residents health and safety need to be the focus of any Management Plan for transport in the area.</p> <p>Courtenay St needs to be feature of the plan. This street has recently been made very unsafe by taking out the roundabout at Trafalgar St and designing the road to allow vehicles to travel at speed into the 8.5m wide Courtenay St.</p> <p>Speed management is required urgently and I would like to see the plan agreed to by CCC and local residents for the redesign of Courtenay St implemented</p>

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16246	Annette	Pont		<p>Important to have right &amp; left turning signals at all intersections.</p> <p>Speed reduction measures could send traffic to other streets</p> <p>Narrowed sections could have arrows like one way bridges</p> <p>Consideration should be given to ambulances carrying very sick patients over mid raised platforms - very unpleasant.</p> <p>Traffic veers to the right trying to negotiate corners where they extend into the road - dangerous</p>
16243	Ian	Hamill	Edgeware Croquet Club (Inc)	<p>This is a submission on these proposed changes to Cranford St and the surrounding area on behalf of the Edgeware Croquet Club. The Club premises are located off Forfar St between the Canterbury Bowling Club and St Albans Park. It is parking provisions that may impact mostly on the activities of the club.</p> <ol style="list-style-type: none"> <li>1. The Club understand the need to make changes resulting from the completion of the Christchurch Northern Corridor to its intersection with Cranford St.</li> <li>2. The Club understands the widening of Cranford St as far as Innes Road. This will however move the problems of traffic flow further south along Cranford St heading south.</li> <li>3. The creation of clearways south of Innes Rd may help to increase the volume of traffic but the increased flow may be a desire rather than a reality. Drivers tend to stick to the centre line or crown of the road rather than use both available lanes. This can be seen on other main arterial routes such as Memorial Avenue.</li> <li>4. The club were disappointed that the consultation plan document had not been available to us before the drop-in sessions detailed in that document.</li> <li>5. The club were also disappointed in the lack of detail in the consultation document about the proposals along Berwick St and Warrington St between Cranford St and Barbadoes St. There was no clarity in the number of lanes in this section or how the traffic lights would operated and whether filter lights would control traffic. There will be an increase in traffic flows along Berwick St, Warrington St, madras St and Barbadoes St. The traffic lights increase from the current one set at the corner of Cranford and Berwick St to three which indicates an expectation of increased flow ad an attempt to manage this bit with no detail.</li> <li>6. The three-lanes proposed for madras and Barbadoes Streets could in face mean five lanes as pressure will be applied to create painted cycle lanes along both of these streets.</li> <li>7. There is just one reference to a loss of parking as a result of the three-lanes in Madras St. Our members park in Madras St and compete with the bowling club for parking space at busy times. Saturdays can be particularly busy bit parking is often used on other days of the week when there are inter-club fixtures. This pushes parking into other nearby streets on occasions. That could bring conflict with other local residents. St Albans Park is also used for sports teams and changes to the roads and removal of parking will add pressure to these areas.</li> <li>8. It is very difficult to comment when the proposals lack specifics on parking changes. This is very disconcerting and gives the impressions that the proposal is firmly in the minds of the planners but not being presented in a transparent manner. The consultation appears not to be true consultation but an attempt to force the matter ahead and then justify the outcome by claiming that you have consulted.</li> </ol>

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16242	Georgina	Lee		<p>Re align Flockton St to Barbadoes St to give better traffic flow (down 4 lane Road) in Barbadoes</p> <p>You should also eliminate bus lanes/parking in Hills Road and have a 4 lane Road (2 in each directions) up to Shirley Road or further</p>
16241	Glenice & Keith	Wyatt		<p>The new traffic lights on the St Albans/Rutland Streets since the advent of the Papanui Parallel Cycleway have increased the traffic flow through the intersection and dramatically increased traffic speeds. (Drivers slowed down to negotiate a 'roundabout' but speed up to get through on a green/ORANGE light). In this area, theoretical and practical road use plans do not coincide!</p> <p>The circulated map of the area affected but the Cranford Street upgrade shows most side, and several major, streets subject to traffic and speed reductions. Is it not possible to include the area Westminster/Courtenay/St Albans Street to Springfield Road into the 'speed reduced' area to:</p> <ol style="list-style-type: none"> <li>reduce traffic speeds especially along Courtenay/St Albans Street</li> <li>increase the safety of residents; many of whom are elderly</li> <li>dramatically increase the safety of St Albans School pupils who will increasingly be dropped off/picked up from these streets because of the parking/stopping restrictions on Cranford Street.</li> </ol> <p>The city has another 'golden' opportunity to increase out suburban traffic safety but it could be lost if the theoretic traffic planners do not pay heed to the practical traffic users. All the computer modelling and flow charting under the sun will not make up for what the average commuting motorist will do, morning and afternoon, to save a few seconds. Residents of this area are more aware of what is happening presently than a group of traffic planners based in Hereford Street and living elsewhere in the city.</p> <p>Hopefully as a resident of the area we will get a bit more of a hearing than what we did with the Parallel Cycleway</p>
16240	Aynsley	MacNab		<p>I did not receive the information brochure in my mailbox and I know of many neighbours and businesses in the neighbourhood who also did not get the flyer. No chance to attend drop in sessions!</p> <p>Bealey Avenue and Innes roads are already terribly congested at rush hour and channeling more traffic into this area will be disastrous.</p> <p>It is primarily one person per vehicle. Our community should not be disadvantaged to try and make commutes faster for North Canty residents. Institute park &amp; rides, commuter rail!</p>
16238	Andrew	Martin		
16237	Jessica	Halliday		<p>Slowing traffic on Courtenay St is essential. It is a complete mystery why the streets all around Courtenay are being slowed, but Courtenay isn't. The traffic will increase alarmingly down Courtenay. St Albans Primary School entrance is at the corner of Courtenay and Westminster. Many parents/caregivers park in Courtenay and walk their children around. Children are exiting from cars onto a busy road that will only get more busy once the Northern Arterial is connected. It is also used by cyclists coming off the Papanui Parallel. Many cars already speed down Courtenay, esp since the roundabout at Trafalger was removed. Would like to see traffic calming in Courtenay St as part of this work.</p>
16236	Gemma	Dioni		<p>Each intersection will need individual designs. You can't just take a concept and use it at every location.</p>
16235	Karlene	Rogers	Ellington Residents Association	<p>Clear information needs to be provided on what the plans are for Berwick Street (Cranford to Forfar) and Warrington Street (Forfar to Barbadoes), as they are not addressed in the attached documentation. If the intention is to manage traffic on these street within the existing single lane corridors then the whole plan is likely to have significant adverse effects on the surrounding residential areas and commuters using the route.</p>

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16234	Connie	Christensen	Go Cycle Christchurch	<p>Go Cycle Christchurch can not support this plan as presented, as it does not provide any solution to an increasing problem of single occupancy cars coming into Christchurch from the north. This plan merely provides a very expensive plaster to a large festering sore!</p> <p>We propose CCC stop the very expensive and unnecessary last section of the northern motorway connection from QEII drive to Cranford st and other downstream projects linking into this.</p> <p>We propose CCC reconnect with key stakeholders, 21 century thinking city/road planners and government to come up with a plan which will actually help solve the ever increasing problem of increasing single occupancy car use.</p> <p>We propose CCC look at ParkNRide/ParkNBus/ParkNBike facilities at QEII drive with much cheaper and carbon neutral electric shuttle busses and share bike schemes to encourage less single occupancy car travel in Christchurch.</p> <p>Thank you for your time.</p>
16233	Clarrie	Pearce		<p>Consult on the completed plan document. Don't do piecemeal stuff, do it once and do it right. Do it sooner rather than later as the issue will exist the day the motorway opens. A bit of forward planning and implementation. This has been known about for many years. Consider existing businesses, the bowls club and the users of the associated park when contemplating the removal of parking. Don't screw up Edgeware Village.</p>
16232	John	Creighton		<p>It is utterly ridiculous that there is traffic calming on Jameson and Forfar, but not for the intersecting street between them, which also happens to be the widest street in the area, with no give ways or stop signs the whole way down it. Thames street. Why on earth would traffic try to divert down Severn or Mersey, that already have stop-signs? Any further slowdown on those streets will only encourage further people to use Thames street. It appears that the council is actually going to try to encourage traffic to use this as a shortcut to take pressure off the main route (Cranford), otherwise this would be the first street to attempt to discourage traffic from flowing down it.</p> <p>This street already has people using it it divert from Cranford. It has no road markings, is three lanes wide, so encourages people to drive fast. It has a pre-school and a church at one end.</p> <p>Only someone (or some group) totally bereft of any common sense would slow traffic down around, but not include the ONLY street that has no naturally occurring mechanism to slow traffic already.</p> <p>All the traffic coming into the city, that is already backed up coming down Innes Road, can easily turn down Thames, as it is a right hand turn, and can blast down Thames to Westminster and then turn to Forfar and go straight into the city.</p> <p>I cannot believe that on the map that I have submitted that there is no slowing mechanism on Thames that ALREADY HAS NO SLOWING MECHANISMS IN PLACE ALREADY.</p> <p>You are actively ENCOURAGING people to use Thames street.</p> <p>Narrow the street, or put bumps in or any of the mechanisms you are promoting for the other streets, and do it for the MOST OBVIOUS ONE.</p>
16230	Douglas	Horrell		
16229	Adrienne	Canton		
16228	Carina	Duke	Blind Foundation	<p>The Blind Foundation do not support shared paths. Along these sections there are a range in ages and abilities of pedestrians as well as bus stops. There is sufficient space to install an onroad cycle lane on each side that will improve the safety of both pedestrians and cyclists. This is a commuter route that will be preferred over side streets by commuters to shorten their distances. Shared paths along expressways and the Northern Corridor make sense, having these continue through the residential and commercial sections of Cranford Street does not.</p>



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16227	Edy	Eichholtz		<p>You concentrate too much on cars, not on people. Commuter people should be in buses, or bicycles or sharing a car, which will stop the need for more roads, parking buildings and ruining communities, taking away shops (almost all my local shops and post box are gone at the Cranford/Innes Rd corner), and you have taken land from my garden for a few extra metres of turning lane. This is not .."Maintaining a sense of local community". The road will become like Blenheim Rd or Morehouse Avenue and not be pleasant to live on with so much traffic. Big roads should not be coming through residential areas.</p> <p>My son suggested a Bus -Park and Ride, which I think is a good idea and works in other cities.</p> <p>The changes over the years made to the bus network have been very bad for myself and my friends who now have to travel by taxi a lot more-- more cars on the road. You don't consider the future when there will be a lot more retired and older people needing to get around- you force them to continue use cars.</p> <p>I came from a country (The Netherlands) in the 1950's and used the buses and cycled a lot here. This isn't possible anymore-too many cars. In the Netherlands everyone cycles at times, there is more community and people are friendlier and happier. There is a very good bus and bike network. We should have this here too, especially as Christchurch is so flat.</p> <p>I am also worried about the pollution which will make my bronchitis worse, and be unhealthy for everyone living near hear.</p> <p>My son has found some cartoons for me to illustrate some of the problems.</p> <p>Thank you</p>
16226	Anthony	Wilding	Glandovey Idris and Straven Residents Association Inc.	See attached submission.
16225	Margaret	Stewart		<p>Three lane Sherborne Street</p> <p>Get the trains sorted to get the cars travelling from the north off the roads</p> <p>Develop an underground light rail system like they are doing in Auckland or resurrect the trams. Think about planning for the future and don't just pander to cars as a short term fix to the problem</p> <p>Three lane Papanui and Main North Road - why pick on St Albans? Residents have bought in St Albans because it is close to the CBD and is a really nice place to live. Wrecking St Albans streets with three lane roads, clear ways and 20000 more cars will invalidating our reasons to live in this suburb. Why are you pandering to people who have chosen to live so far away from the city at the expense of those if us who have chosen to live locally? No one wants to have to pull out of their driveways into roads chockablock with traffic. What makes Papanui Road and Main North Road residents so special that you have decided to move their traffic problems to St Albans instead. Get the trains sorted and stop giving out permits for building more houses north of the city. And finally it was very sneaky the Environmental court allowing the northern corridor motorway to go ahead in 2015 while many of us were still involved in earthquake issues and had no idea of the consequences for our suburb if it went ahead. In fact I am still dealing with earthquake issues so need this happening like a hole in the head. It was made to sound like only Cranford St would be affected and the rest of the consequences have only just become visible now and it is too late to do anything about the northern corridor happening. Very disappointed.</p>

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16223	Sue	Bagnall		<p>We live on mersey street and we always know when an accident has happened on the cranford/innes corner as the flow of traffic travels down our street. With the potential for traffic to backup and be heavy at that corner when the northern corner opens, I expect the volume of traffic to increase down our street and cars take a shortcut to miss cranford street queues. We are a family orientated street and kids are scootering or walking around. We have witnessed many cars ignoring the STOP signs along mersey street and therefore near miss accidents. I propose that this street is narrowed/speed bumps installed at appropriate places in consultation with the homeowners. I see that roosevelt avenue is designated speed bumps so why not Mersey street, we are one street over from cranford so why wouldn't we get some???</p> <p>Also the state has acquired so much red zone land why don't we utilise that for the roads to ease traffic into the city centre?? Or the marshlands through philpotts road.</p> <p>The disruption to our area whilst this is being done has a significant impact on the environment, health and wellbeing of the residents. Judging from other major roading projects undertaken by the city council to improve our roads after the earthquakes and the multiple times that the same places are ripped up and re done, I have very little confidence that this project will be completed in the time allotted. Any compensation for us? House values. I do hope that you listen to residents and the impact it will have on us.</p> <p>The point of the corridor is to ease marshland road traffic, why don't you put an alternative route through red zone land utilitse for a positive reason....go back to the drawing board &amp; come up with something that does not have a significant impact on the built up residential areas...we are not auckland. They have had to open new motorway to ease this kind of traffic.</p>
16221	Connie	Christensen		<p>Count people, not cars!</p> <p>Most days 8 or 9 out of 10 cars on Cranford st a single occupancy car during rush hour (possibly also outside rush hour). So even allowing for trades people and other people who might need their cars for their work, there are still way too many single occupancy cars..... and THAT is the problem, NOT the lack of space to push these cars further into town.... where they will be stuck with not enough parking to accommodate the all.</p> <p>I understand that CCC was hard pressed by the previous government to support and pay for the last section of the motorway connection from QEII drive into Cranford st..... and that we as ratepayers were thereby also left with an ever increasing bill to accommodate for an ever increasing bottle neck of single occupancy cars coming into Christchurch from the north.</p> <p>This senseless last section of the motorway needs to be brought to a halt and reconsidered now!</p> <p>It is not too late to make alterations more a much more sensible plan with a smaller connector road which reflects the current traffic capacity of Cranford St with a dedicated bus lane enabling a comprehensive 21 century ParkNRide/ParkNBus/ParkNBike service with fast shuttle bus services and safe cycle infrastructure into town.</p> <p>CCC and Government have set Carbon Neutral plans. These will not be met by building bigger roads (see images attached). A better connected and more frequent electric bus service and safer cycle infrastructure will help move a lot more people without expensive motorways and devastation and splitting up of communities. Bus and cycle infrastructure will also help improve pedestrian safety for both young and old, as they generally come with upgrades of pedestrian crossing facilities, less cars on the roads, fewer orange/red light runners, cleaner air, less noise and better connected local communities = better quality of living for all!</p> <p>The information provide to the public has been appalling:</p> <p>- No links provided to other options stated that CCC has looked at</p>

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				<p>- No initial stakeholder meetings (I'm a member of Spokes Canterbury, and I'm pretty sure they have not been invited to give any stakeholder input).</p> <p>- Where are the traffic studies showing current and anticipated impact on traffic flows through this area....and neighbouring areas too?</p> <p>- Peace-meal submission approach without giving access to an overview of how this part fits in with the big picture is leaving most people confused, frustrated and overwhelmed. This is not encouraging local engagement....assume this was not the aim?</p> <p>- How exactly will it benefit the local community to have thousands more cars push through their neighbourhood making it more difficult to visit friends 'on the other side'?</p> <p>I hope you get the picture (see attached). This whole project, back to QEII drive, needs to be revised and upgraded to suit the 21 century.</p> <p>Thank you for your time.</p> <p>I would like to be kept up to date with any additional info made available and would also like to speaking rights at ITE meeting with this on it's agenda.</p>
16220	Melissa	Macfarlane		<p>I strongly support the traffic calming for Malvern, Roosevelt, Westminster and Rutland Streets. I respectfully request that the residents of Malvern and Roosevelt Streets are given the opportunity to provide input into the street designs, before the designs are developed. This could be through a meeting / workshop to consider design aspects to deliver traffic calming and slowing.</p> <p>I would like request that there is baseline monitoring of factors such as air quality, traffic noise, traffic volume and vibrations in streets around the Christchurch Northern Corridor, including Malvern and Roosevelt Streets. It is important to have some baseline data so that after the motorway opens we can make comparisons. I think this data should be made available through the Community Board to the local community.</p> <p>I would like to have the option of left in left only at the Malvern/Cranford intersection considered longer-term, dependent on any increase in traffic flows - see about with regards to monitoring the traffic flows in the area. The Park is very busy and there are lots of children, older people and pets running across the streets here.</p> <p>My last point is in relation to the barriers that have been put up to prevent the right turn into Westminster from Rutland. I would like to know the reason for trying to prevent this right turn. I do not believe a "no right turn" is the appropriate treatment as people are able to use their discretion and if there are no cars/ cyclists, they are safely able to make a right turn. If the issues is to stop the back-up of traffic to the new light system - the issue has just been shifted (and intensified) up to the lights at Rutland/Innes. Anyone who lives off Westminster is forced to go up to Malvern to turn and because of the parked outside the shops cars cannot pass inside the turning cars there and just back-up down the street along Rutland. Splitting the turning traffic seems to be the best way to avoid this? I am also not enamored of the bright orange, plastic, temporary looking tubing that has been stuck into the road to prevent the turn. This just looks like unfinished road works and is really distracting as a driver.</p>
16219	Michael	Curwood		Is it expected to increase or decrease traffic flows along Innes rd towards Mairehau High school

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16218	Judy	McArthur	self	<p>How residents are going to be able to turn right to exit Francis Ave onto Warrington Street in the morning.</p> <p>How you are going to stop surrounding streets being used as a cut through for cars.</p> <p>Considering alternative ways to get cars through the city rather than channelling everything down Barbadoes Street.</p> <p>Consider changing the T intersection at the end of Sherbourne Street to allow cars to also turn right onto Bealey Ave to reduce the load on Barbadoes street at the residential end.</p> <p>Where is the place to put comments about the Barbadoes and Warrington Street intersection. Large numbers of children cross Warrington street to go to St Albans park. How will they cross safely? This part of the consultation has been completely omitted which hardly makes this a consultation!</p>
16217	Fiona	Hartland		<p>Yes, please make sure you have a face to face consultation with residents on those particular streets that you have highlighted as those which will have increased traffic flow as a result of the changes along Cranford Street to ensure that what you do is what the residents want. For example, some people are happy to have speed bumps on the road outside their property whilst others are not. In addition, why is Courtney Street not seen as a possible link for traffic coming along Westminster Street, i.e. it could be upgraded and traffic can then flow onto St Albans Street and link to either Rutland Street or Papanui Road.</p>
16216	Ailsa	Ryan		<p>The NZTA northern link really did drop a major problem straight into the Council's lap!</p> <p>In the last paragraph of the "Why we need to make changes" section in the "Have Your Say" pamphlet the contradictory nature of all these proposals is obvious "... to improve the travel times for people travelling through..." and "minimise people making short cuts through side streets which could affect local residents." Local residents WILL be affected, and in a negative way.</p> <p>It is ironic that the increased commuter traffic generated by the northern motorway is mostly from areas which are in higher socio-economic zones to the Mairehau area. A proportion of that commuter traffic will come from outside the City Council rating area also.</p> <p>I have lived in Harrison Street for a number of years though at present my house is finally (sigh, growl) being repaired by Southern Response and I am out for a number of months. The earthquake damage was substantial to my place, there was liquefaction over the property, and later there were floods (in 2014 the water came into my house; in the other floods water covered the property almost up to the top of my house's foundations). Frankly the forecast increased traffic seems like a plague of locusts from the north, completing the drama!!</p> <p>Thank you for the chance to have my say.</p>
16215	Melissa / Joanna	Macfarlane / Wells	A number of residents on Malvern St and Roosevelt Ave	<p>We, residents of Roosevelt and Malvern Streets:</p> <ol style="list-style-type: none"> <li>1. Strongly support the proposed Cranford St clearway and three-lane sections of Madras/Forfar St and Barbadoes St. We believe the clearway on Cranford St is critical to ensure safety of children during peak hour times along side streets such as Roosevelt, Malvern and Westminster.</li> <li>2. Strongly support the traffic calming for Malvern, Roosevelt, Westminster and Rutland Streets. We respectfully request that the residents of this area are given the opportunity to provide input into the street designs before the designs are developed. This could be through a meeting/workshop to consider design aspects to deliver traffic calming and slowing.</li> </ol> <p>Please see the attached document which has been signed a number of residents of Malvern and Roosevelt Streets. Signatures were obtained by door knocking which was done over the weekend of 26 and 27 May. We did not speak to people that were not home at the times we visited. Street numbers / organisation names have been taken off the scanned document.</p>

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16213	David	Hogarth		Vehicles wanting to get from the Forfar/Warrington intersection to Cranford Street will shortcut from Forfar through Mersey Street to Westminster Street on to Cranford Street. This will cause an increase in traffic through Mersey Street.
16212	Nicholas	Fuller		<p>The premise of these improvements seems to be to encourage traffic to use the one-way streets to access the Central City. I think the proposed two-way arrangements for Kilmore Street and Salsbury Streets should be reconsidered, as these roads will be vital in providing access within the City. My experience of Barbadoes Street in the morning is that the right hand lane is already heavily favoured to accommodate vehicles heading into the central City so removal of the northern one-way east / west pairs will potentially affect the attractiveness of the scheme as a whole.</p> <p>The discussions I had at the open day simply suggested that additional capacity was provided at the critical intersections without any thought to the engineering. I would like the scheme to be revisited entirely if it is too hard to provide satisfactory intersections and mid-block cross-sections. I don't see why Sherbourne Street could not be improved to Bealey Ave, other intersections closed (or made left in / left out) on Bealey Ave to provide an alternate scheme. No information was given at the open days as to how challenging that would be.</p> <p>I'm also concerned generally about severance of the St Albans community through increasing traffic volumes on Cranford Street and making that an even more traffic dominated environment.</p>
16211	Dirk	De Lu	Spokes Canterbury	Please see attached submission. Thank you.
16210	Simon	Robinson		<p>The planned 3m wide share path along both sides of Cranford needs to be separated. For daily cycle commuters this is a must as shared paths don't work alongside in a busy traffic environment. Shared paths always create conflict between cyclists and pedestrians. Making people cycle like pedestrians makes cycling slow and inconvenient and when cycling is slow and inconvenient it is less attractive. Fewer people will cycle. There needs to be a clear delineation between pedestrians and cyclists not just green paint in random spots. Not everyone will want to detour over to the Papanui Parallel cycleway as this is too meandering and less direct route to the city.</p> <p>I would also like to comment on the potential streets for speed reduction measures to reduce short cuts, namely the proposed Mcfaddens Rd and Jameson Ave. Mcfaddens is a lot wider than Jameson so will there be different speed reduction measures for Jameson Ave? Also where road narrowing is put in place there is no lay byes to pull in to when giving way to oncoming traffic, especially the mid block raised platforms. Since the earthquakes we have had our street and neighboring streets dug up to repair waste pipes and storm water. But the road seal surface is terrible and has constantly been patched because it is too thin. Will our street and neighboring streets such as Jameson Ave, Weston Road and Mcfaddens Road east of Cranford Street have asphalt seal put down instead of the cheap loose chip? Knowles Street and Weston Road west of Cranford have a decent asphalt road surface which I find interesting. (Please see attached photos showing the different road surface treatments)</p>

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Submission ID	First name	Last name	Name of organisation (if applicable)	Do you have any other feedback you would like us to consider?
16209	John	allen		<p>Recently the chair of the community board of Papanui and Innes released a statement in St Albans News Letter about a Resident who approached her at an open day about these changes I got snapped at by her about send me your questions. She then said she had answered them. She then goes on to say that please send in your submissions after resident said to her what the point nobody listens. They are both correct. Under the local Govt Act Section 79 In making judgments under subsection (1), a local authority must have regard to the significance of all relevant matters and, in addition, to:</p> <p>(a) the principles set out in section 14; and</p> <p>(b) the extent of the local authority’s resources; and</p> <p>(c) the extent to which the nature of a decision, or the circumstances in which a decision is taken, allow the local authority scope and opportunity to consider a range of options or the views and preferences of other persons.</p> <p>(3) The nature and circumstances of a decision referred to in subsection (2)»ç(c) include the extent to which the requirements for such decision-making are prescribed in or under any other enactment (for example, the Resource Management Act 1991).</p> <p>However case law NZTA and CCC closing address and Reply dated 4th June 2015 pg 28 paragraph 143 9(a) the focus is on the process , not the outcome; whether the requiring authority has made sufficient investigations or alternatives to satisfy itself of the alternatives proposed, rather than acting arbitrarily, or giving only cursory consideration to alternatives. Adequate consideration does not mean exhaustive or meticulous consideration.</p> <p>(e) the Act does not require every alternative, however speculative to have been fully considered; the requiring authority is not required to eliminate speculative alternations or suppositious options.</p>
16208	Joanna	Wells		<p>I strongly support the need for traffic calming for Malvern, Roosevelt, Westminster and Rutland Streets. I respectfully request that the residents of Malvern and Roosevelt Streets are given the opportunity to provide input into the street designs, before the designs are developed. This could be through a meeting / workshop to consider design aspects to deliver traffic calming and slowing. I believe this is important as while many of us feel concerned for the impacts of the motorway, the traffic calming is an opportunity to create roads that are safer for residents, children and families, cyclists and road users. I would like to see Roosevelt St completely redesigned so it is no longer such a wide road, as well as other traffic calming treatments. I feel that Roosevelt St should be a priority street.</p> <p>I would like request that there is baseline monitoring of factors such as air quality, traffic noise, traffic volume and vibrations in streets around the Christchurch Northern Corridor, including Malvern and Roosevelt Streets. It is important to have some baseline data so that after the motorway opens we can make comparisons. I think this data should be made available through the Community Board to the local community.</p> <p>In relation to the barriers that have been put up to prevent the right turn into Westminster from Rutland, I would like to know the reason for trying to prevent this right turn. At non-peak times, I do not believe a “no right turn” is the appropriate treatment as people are able to use their discretion and if there are no cars/ cyclists, they are safely able to make a right turn. The issue is that traffic builds up at the lights at both Rutland/Innes along Rutland so to turn right into Malvern Street, you end up waiting in the backed up traffic and then holding up traffic to make your turn. The other route, down Courtenay Street is backed up at peak times and to go from Courtenay Street to Roosevelt Street is particularly dangerous at peak times. I therefore request consideration is given to permit right turns from Rutland into Westminster Street.</p> <p>I support a left in, left out of Malvern Street/ Cranford Street IF very good traffic calming is put into Roosevelt Street, as the width of Roosevelt would likely make it a very dangerous street. As I have said previously, residents having input into road designs for traffic calming of Malvern and Roosevelt is something that would assist to address safety issues created as a result of the northern corridor while considering things that are important to residents.</p>

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16207	Craig	Taylor		<p>I strongly support the need for traffic calming for Malvern, Roosevelt, Westminster and Rutland Streets. I respectfully request that the residents of Malvern and Roosevelt Streets are given the opportunity to provide input into the street designs, before the designs are developed. This could be through a meeting / workshop to consider design aspects to deliver traffic calming and slowing. I believe this is important as while many of us feel concerned for the impacts of the motorway, the traffic calming is an opportunity to create roads that are safer for residents, children and families, cyclists and road users.</p> <p>In relation to the barriers that have been put up to prevent the right turn into Westminster from Rutland, I would like to know the reason for trying to prevent this right turn. At non-peak times, I do not believe a "no right turn" is the appropriate treatment as people are able to use their discretion and if there are no cars/ cyclists, they are safely able to make a right turn. The issue is that traffic builds up at the lights at both Rutland/Innes along Rutland so to turn right into Malvern Street, you end up waiting in the backed up traffic and then holding up traffic to make your turn. The other route, down Courtenay Street is backed up at peak times and to go from Courtenay Street to Roosevelt Street is particularly dangerous at peak times. I therefore request consideration is given to permit right turns from Rutland into Westminster Street.</p> <p>I support a left in, left out of Malvern Street/ Cranford Street IF very good traffic calming is put into Roosevelt Street, as the width of Roosevelt would likely make it a very dangerous street. As I have said previously, residents having input into road designs for traffic calming of Malvern and Roosevelt is something that would assist to address safety issues created as a result of the northern corridor while considering things that are important to residents.</p> <p>With respect to traffic calming of Roosevelt Street, I believe this should include significantly decreasing the width of the road to for example, 9m, adding one way chicanes and raised intersections/ raised mid-blocks.</p> <p>I feel that consideration needs to be made for the intersection of Roosevelt/ Innes, looking to put things in place to deter people rat running down Roosevelt. This could be done in conjunction with the traffic calming of Roosevelt.</p>
16205	Jim	Pickles		See attached document
16204	Ron	Cone		
16202	Anastazja	Ryde		
16201	Andrew	Strachan		<p>Traffic calming needs to be strongly considered for Thames Street. Two thirds of Thames Street is extremely wide and there are no intersections on the entire street. This means that the street is already used as a short cut and imposes safety issues which is only going to be increased with the implementation of the Cranford Street Clearway. It is nearly impossible to be able to back into your own driveway during peak hour traffic due to the continuous flow of traffic speeding down the street which is not only inconvenient for a supposed quiet side street that we chose to live on but also a safety issue. There is also safety issues when trying to simply pull into your driveway due to the deep gutters and small driveway spaces meaning you have to stay in the flow of traffic to be able to swing at the correct angle to enter your driveway, this is extremely problematic when cars are following close behind you which is always the case during peak hour traffic. These cars either come very close to crashing up the back of your car or simply swerve completely around your car which means they are driving on the other side of the road. The safety of our children crossing the road is already an issue due to the steady stream of traffic all day but especially so during peak hour traffic. We believe if traffic calming options were installed down Thames Street then it would be used less for short cuts for drivers and improve the safety of all the families living on the street. Thames Street is a side street that is already used every day by a steady stream of traffic to move between Westminster Street and Innes Road while trying to avoid the major intersections which are only going to get busier with the Northern Corridor and planned Cranford Street clearway. This means Thames Street is only going to get busier with traffic using the easy flowing and wide street to avoid these intersections. This is why traffic calming is required in Thames Street.</p>

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16200	Olivia	Strachan		<p>Traffic calming needs to be strongly considered for Thames Street. Two thirds of Thames Street is extremely wide and there are no intersections on the entire street. This means that the street is already used as a short cut and imposes safety issues which is only going to be increased with the implementation of the Cranford Street Clearway. It is nearly impossible to be able to back into your own driveway during peak hour traffic due to the continuous flow of traffic speeding down the street which is not only inconvenient for a supposed quiet side street that we chose to live on but also a safety issue. There is also safety issues when trying to simply pull into your driveway due to the deep gutters and small driveway spaces meaning you have to stay in the flow of traffic to be able to swing at the correct angle to enter your driveway, this is extremely problematic when cars are following close behind you which is always the case during peak hour traffic. These cars either come very close to crashing up the back of your car or simply swerve completely around your car which means they are driving on the other side of the road. The safety of our children crossing the road is already an issue due to the steady stream of traffic all day but especially so during peak hour traffic. We believe if traffic calming options were installed down Thames Street then it would be used less for short cuts for drivers and improve the safety of all the families living on the street. Thames Street is a side street that is already used everyday by a steady stream of traffic to move between Westminster Street and Innes Road while trying to avoid the major intersections which are only going to get busier with the Northern Corridor and planned Cranford Street clearway. This means Thames Street is only going to get busier with traffic using the easy flowing and wide street to avoid these intersections. This is why traffic calming is required in Thames Street.</p>
16199	Ray	Kennedy		<p>Comments:</p> <p>In all of the changes PLEASE consider Bus &amp; Truck movements at street corners – the turns at a number of intersections within the city are tight enough for cars let alone larger vehicles.</p> <p>The worst one that I have found: Right turn from Durham into St Asaph St - Road Code says turn into your own lane but even in a car this is impossible now with the addition of the cycleway along St Asaph, the protrusion of the curb, and realignment of the traffic lanes.</p> <p>Questions:</p> <ol style="list-style-type: none"> <li>1. What is the plan to accommodate the additional traffic from Bealey Ave now arriving at the Forfar / Warrington Streets intersection?</li> </ol> <p>On the proposal there are only Single lanes that exit this intersection. (Two lanes to One generates traffic congestion)</p> <ol style="list-style-type: none"> <li>2. If Barbadoes is converted to 3 lanes where are the Bus Stops going to be located without disrupting traffic flow??</li> <li>3. I believe the proposal to make both Madras &amp; Barbadoes 3 laned has had little thought given, as many of the dwellings that line Madras and Barbadoes streets are older and/or high density housing where there is insufficient on-property parking for the residents - many of these are flatting type units occupied by 3 or more people each with their own vehicle.</li> </ol> <p>Where will they park if the 3 laning is implemented??</p> <p>Has the Council conducted a reasonable number of day/night drive-by surveys to obtain a representative total of vehicles parked on these streets??</p>
16198	Paul	Dillon		<p>Number 1 concern is getting the kids to and from school safely - there is still a lot of fast traffic on Westminster. Number 2 concern/complaint is roadwork fatigue - there has been years of work on Westminster: the Roosevelt Avenue roundabout took an age (including multiple remedial works), then the Rutland Street cycleway, then Roosevelt footpaths, Cranford/Westminster traffic lights, and of course years of underground services repair. When exactly will it end?</p>



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16197	Rachel	Dillon		The community are very concerned about the impact this will have on children's safety. I can't see that there have been sufficient efforts to improve pedestrian safety for the children of St Albans in the 15 years I have lived in the area, so we are well overdue to prioritise this. The proposed upgrades are an opportunity to put this right.
16196	STEPHEN	ANDERSON	FRESH CHOICE EDGEWARE	
16195	Craig	Ford		<p>Red light cameras that work</p> <p>Why has Thames St not on the plans for measures for speed reduction?</p> <p>Thames St is frequently used as a through street from both Westminster and Innes both morning and evening.</p> <p>Because of Thames St having no speed reduction measures and being continuous between Innes and Westminster it often has vehicles accelerating and speeding which poses dangers for all residents especially the elderly and the children and their caregivers that use</p> <p>Also Thames St has a City Council pre school and Oscars businesses operating as well as the Lamb of God Church reopening soon</p>
16193	Jasmine	Poole		Possibly consider installing some speed restrictions / traffic calming measures for Philpotts Road as this will become another feeder of Innes Road traffic in this area. Combined with inputs from the upgraded Cranford section cutting through McFaddens and Ranger St the existing Philpotts roundabout will become even more dangerous. Narrowing could be used, as the Orbiter bus route is being moved away from here. Where any overhead traffic light arms are being installed at the upgraded road intersections have the street signage attached onto these.
16192	Seb	Kohnke		I am disappointed that there has been little consultation. The flyer arrived in the mail and appeared a done deal. The local residents are upset that this increase in traffic will impact value and appeal of their homes.
16191	Richard	Bone		<p>Yes, look at the total spend and asses cost benefit of providing alternatives to increasing car traffic at peak times.</p> <p>Look after CCC rate payers.</p>
16189	tony	ireland		<p>This total project needs to be stopped and a complete cost benefit analysis report done a complete updated env impact report done and a health and safety risk analysis completed. I believe the data used by the govt of the day was not sufficiently researched or up to date to warrant this project. For example we are now at a technological breakthrough in regards to autonomous vehicle common consensus is that vehicle numbers will decrease by between 35 to 40 percent this would most probably be a conservative figure this will be ground breaking change to how we live in cities and will mean this project will become rapidly become a white elephant it should not proceed.</p> <p>How will council mitigate the effects of the increase in diesel pollution on the local population considering that present levels of air quality are below who standards. This project is a disaster promoted by vested interest groups and there hirelings the media a review of the whole project needs to be carried out with all questions being answered.</p>
16188	Clay	Baker		<p>Roosevelt Avenue needs additional traffic calming measures (noted above) as traffic still uses this as a cut through route when Cranford is busy.</p> <p>Cars are speeding well in excess of 50kmph to 'beat' the other traffic at the expense of pedestrian safety with many school children, animals in the area.</p>

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16187	Maria	McEntyre		<p>Why not provide large scale car parking on edge of city - Belfast or even at the top of Cranford Street opposite where the northern arterial road joins Cranford (think that is where CCC want to build residential housing) so that motorists from Nth Canterbury park their vehicles for free and get a subsidised bus into city - a non stop straight through bus operating at peak times. Saves on inner city car parking fees and a city dominated by increased traffic volume. You will struggle to provide sufficient parking for cars in city once all the wilsons car parks are gone. You can't keep building expensive car parks at \$30,000 per park.</p> <p>The other piece of feedback is that the side streets, of Oxley, Winton, Lindsay, Cornwall Streets will need traffic calming measures as motorists will attempt to take short cuts from Cranford to Edgeware Road to get to top ends of Manchester, Bishop to take those routes into city. Already Lindsay street (which is an S shape and has lots of residents, families, children, dog walkers actively using the pathways) has vehicles tearing along it to miss heavy traffic and they do not slow down when moving through the s shape part of the street. It is an accident waiting to happen</p>
16186	Dr Peter	TILLMAN		<p>This is for ALL TRANSPORTATION PROBLEMS in the City.</p> <ol style="list-style-type: none"> <li>1. CONSIDER PARK &amp; RIDE to prevent OUTSIDERS coming into CHCH and Parking on public roads in the early morning. This is especially noticeable in the roads leading into the City, cf round Hagley Park and Durham Street (north of Bealey Avenue). CONSIDER Reduced Parking Fees and Travel Costs for OUTSIDERS at these PARK &amp; RIDE Centres.</li> <li>2. ISSUE LOYALTY Cards for RATE Payers and Applicants living IN THE CITY so that they can use OUR Facilities more easily.</li> <li>3. CONSIDER Ken Livingstone's LONDON CONGESTION Charge for (1) ABOVE and think of (2) for Locals,.</li> <li>4. CONSIDER FUEL TAX to pay for better PUBLIC TRANSPORT (esp for those who commute INTO TOWN).</li> <li>4a. Consider a LIGHT RAIL (ie Metro Train) to run on the existing KIWI RAIL track from The North into the City and down to Rolleston.</li> <li>4b. Consider EXPRESS BUSES from the Park &amp; Ride Centres.</li> <li>4c. Introduce P3 (ie 3 in a Car can use the Bus Lane. if used illegally then driver cops a MASSIVE FINE)</li> <li>5. Prevent RAT-RUNS by designating ONE WAY FLOW TRAFFIC (cf Auckland and Sydney Harbour Bridges)</li> <li>5a. Create TIMED NO ENTRY STREETS to prevent (1) creating RAT RUNS.</li> <li>6. Make NO Parking OBLIGATORY say 0600am to 1100am UNLESS you have (2) above to stop (1) abusing the parking.</li> <li>7. CAR PARKING - allow (2) cars to have reduced fees at Public Car Parks in the City so that we can at least come into town and park.</li> <li>8. RECYCLING DAYS - see (6) above, so that City Care have a good run at collecting the rubbish and do not have to content with (1) who park outside our houses.</li> <li>9. If you're travelling THROUGH the City then the MOTOR WAY will avoid traffic congestion in the City.</li> </ol> <p>The CRANFORD STREET Project is only PART of the overall problem of traffic congestion and should be considered as such.</p> <p>Stop the LOVE AFFAIR with the CAR and get the Principal of COMMUTERS Using PUBLIC TRANSPORT as a Priority way of thinking in NZ.</p>

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				<p>We can ENJOY using our cars on the lovely Motorways out of the City when we are going away on holiday etc.</p> <p>I am also concerned about the</p> <p>(1) EDGEWARE ROAD Crossing Rat-Run.</p> <p>NORTH-SOUTH (&amp; vv) Traffic crossing from (&amp; to) TRAFALGAR ROAD, across EDGEWARE and down (or up) COLOMBO STREET, BLOCK the EAST-WEST (&amp;vv) Traffic going along Edgeware Road towards CRANFORD STREET at the lights. It is ALMOST Impossible to Cross these lights going W-E as there is INVARIABLY a Car trying to TURN into Colombo Street. This totally BLOCKS West-East flow and drivers have to go ONTO THE GREEN CYCLE WAY to get round the turning Car.</p> <p>This will certainly get WORSE when the MOTORWAY to Cranford Street is Operational</p> <p>(2) SPRINGFIELD ROAD/EDGEWARE ROAD Crossing.</p> <p>I am concerned about the BOTTLENECK developing at this crossing, which certainly get WORSE when the MOTORWAY to Cranford Street is Operational and people develop Rat-Runs to avoid the Cranford Street "Diversions".</p> <p>We live at [REDACTED]. At present the evening traffic SOUTH NORTH UP Springfield Road tends to branch (a) to the RIGHT into EDGEWARE ROAD and (b) to the LEFT and UP SPRINGFIELD ROAD.</p> <p>IF anyone is Parked between our house and the corner (room for 2-3 cars) whilst going to the DAIRY on the Abberley Street Corner opposite, they run the risk of being hit by (2) above or (1) has to move further over to the RIGHT (into the path of the N-S Traffic coming towards them).</p> <p>For many years there has been discussion at various levels about (i) traffic lights, (ii) a roundabout or (iii) Staus Quo.</p> <p>I am worried from a TRAFFIC and HEALTH &amp; SAFETY Aspect.</p> <p>I have helped out as a Doctor/First Aider at 2 nasty crashes at this crossing over the last 10 years.</p> <p>07.06.2018</p> <p>OMG Ann, I have another but FINAL ONE!</p> <p>(3) VARIABLE SPEEDS - 30,40,50,70,100 what is it NOW?</p> <p>Whilst driving through the City at 30kph, in an AUTOMATIC I found it difficult to keep down to 30kph without driving with my foot on the break. A Police Car in front of me was going slowly at 32kph and others were trying to keep behind it but spent most of their time showing me their RED break Lights! Perhaps Standardization is necessary: 40kph within the City ("4 Avenues") and 50kph to the city boundaries, where 100 kph would kick in. What about 110 kph for the MOTORWAY and ZERO tolerant for those who go over 110kph! Just asking!</p>
16185	Sherwin	Ang		

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16184	Len	Fleete	Environment Canterbury (Public transport)	<p>Traffic calming proposals for Flockton Street</p> <p>We support traffic calming in this street but suggest that any measures used be PT friendly. As an example, road humps with cut outs to fit bus wheels similar to Rowley Ave may be appropriate, as they would reduce vibrations for nearby residents and allow bus drivers and passengers a more comfortable journey.</p> <p><a href="https://www.google.co.nz/maps/@-43.5616945,172.5879994,3a,75y,90t/data=!3m6!1e1!3m4!1spm0ZGu4kZWuEI5o_MCT6Qg!2e0!7i13312!8i6656">https://www.google.co.nz/maps/@-43.5616945,172.5879994,3a,75y,90t/data=!3m6!1e1!3m4!1spm0ZGu4kZWuEI5o_MCT6Qg!2e0!7i13312!8i6656</a></p>
16182	Malcolm	Pearce	Edgware Business Association	<p>The Edgware Business Association (EBA) made up of Business owners from Edgware Village met to discuss the Christchurch City Council's (CCC) proposed traffic changes to Cranford St and surrounding areas.</p> <p>Those present at the meeting felt that it was important that any traffic changes still make it easy for people to access shops in the Village. Many of the shops are destination type businesses and it is important that people continue to have easy access and parking at the Village.</p> <p>The proposed changes to direct the majority of traffic down through to Madras / Barbadoes streets via Berwick / Warrington could lead to potential congestion at this point and a bottleneck situation even after intersection upgrades in the Berwick / Warrington area. Also, permanent three laning of Barbadoes and Madras streets seems an expensive option and very disruptive to local residents and businesses along this route.</p> <p>An alternative is to let the clearway continue down Sherborne St to Bealey Ave. East/ West transitioning on Bealey Ave is facilitated with its 3 lanes in each direction and allows easy connection to all the one way routes into CBD namely Barbadoes / Madras and Durham / Montreal.</p> <p>Monitoring of traffic volumes across the St Albans suburb after 2020 would help determine how traffic needs to be distributed across a number of routes. E.g creating a major route on the Western part of St Albans to link up Durham / Montreal streets might be needed as well as the current suggested Eastern route of Barbadoes / Madras streets.</p> <p>We need to have an even dispersal of traffic. At this stage we feel that it is not necessary to spend significant sums on major upgrades to intersections and roads. Currently traffic has the opportunity to travel west/east on Innes, utilize one way systems to the East, South on Sherborne or use the Western one way systems. Traffic calming measures in adjacent streets are not need at this stage as these can be implemented quickly later if required.</p> <p>The EBA wish to see traffic flow and access to Edgware Village maintained or improved and look forward to continuing consultation in this area.</p>
16181	Carolyn	Moffat		<p>Only minimal changes should be implemented now until it is known how the traffic will flow and move through. There is no point spending millions on upgrades if the traffic all goes in a different direction. Street calming can be quickly implemented if neighbouring streets notice a significant increase in traffic.</p>
16176	Mary	Dudson		<p>We need an alternative option for the many hundreds of people coming into the city daily from many places to the north. Four lanes to Innes Rd on Cranford St was poor planning. What about a campaign for car sharing?</p> <p>What about spending your traffic money on a "park and ride" facility somewhere on the northern route that would speed everyone's travel and save parking all those cars in the city!</p> <p>Think outside the square!</p>

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16175	Aimee	Swindley		Narrowing any roads would be a huge mistake.  Causes reckless driving and slower journeys, in my experience
16174	Kirsty	Humm		
16173	McDonald	Sam	Fendalton-Waimairi-Harewood Community Board	<p>The Board welcomes the opportunity to comment on the traffic impacts due to changes to Cranford Street when the northern corridor is completed.</p> <p>The Board acknowledges that, due to existing roading networks, established business and residential areas, any changes resulting from traffic entering the area from the northern corridor will create pressure and difficulties on residential areas, pre-established routes and potentially increase current traffic flows. The Board would like to commend the Council on its forward planning in attempting to mitigate this impact on surrounding streets/routes.</p> <p>General Comments</p> <p>The Board notes that this project will predominantly affect roads and traffic in the Papanui-Innes ward, however the Board is concerned of the possible flow-on effects of traffic within the Board area, particularly in the Fendalton ward.</p> <p>The Board supports creating a clearway between Innes Road and Berwick Street during peak hours to assist efficient traffic flow and to hinder the possibilities for motorists using smaller residential streets for short cuts and rat-running.</p> <p>The Board is supportive of using traffic calming measures on side streets to limit rat-running and encourages, wherever possible, the protection of local residential amenities.</p> <p>The Board would like to raise its concern, that to implement this project, there will be a significant impacted to on-street parking in predominantly residential areas during peak hours and would request that options be investigated to minimise the loss of on-street parking where ever possible.</p>
16172	Rose	Leitch		Change the traffic light system cnr of edgeware/ cranford sherborne heading west to one I described above for cnr westminster/cranford.  Change top of barbadoes/shirley Rd to a roundabout rather than a t-junction
16171	Nicola	Covich	Mr	Permanent 3 lane changes to Madras and Barbadoes streets are not warranted for very short periods of peak traffic flow, and such a major change to these sections of roads will impact negatively at all times of day for the many residents in this area. I urge you to abandon this plan and instead move to create a limited time clearway instead.
16170	Marisa	Spear		Access from Cranford Street to all contributing streets should be restricted to deter rat runners. Traffic through these streets has already been impacted by the changes made to date and will only be compounded when the new bypass is opened. My may concern in these streets is the safety of residents. Too many near misses have occurred involving cyclists and pedestrians.
16169	Andrew	Sprouse		<p>Another possibility for Madras and Barbadoes Street could be to make each of them one way?</p> <p>Maybe wait to see if the increased traffic flows REALLY happen?</p> <p>Surely there are less people going to work in the CBD post earthquake?? I note that lots of residential properties are being built in the CBD, if people hate the traffic jams, maybe they would consider living in the CBD?</p>
16168	Hilary	Stace		

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Submission ID	First name	Last name	Name of organisation (if applicable)	Do you have any other feedback you would like us to consider?
16167	Sharon	Rennie		<p>I would like the intersection and parking at Colombo St and Edgeware Rd left as it is.</p> <p>Taking away car parks would be detrimental for the whole area.</p>
16165	Mrs N E	Leys		<p>My son &amp; his young family live on Madras St. He works full time &amp; his wife suffered medical events which means she is unable to drive. I am highly inactive due to medical reasons and without parking @ peak times I would be unable to assist my grandchildren by taking them to/from school. I am unable to walk any distance and my son's property has minimal parking inside his boundary. Without any other family support living in ChCh, I am their support in getting children to/from school &amp; after school activities. Safety should come first &amp; consideration for those unable to walk or drive any distances.</p>
16160	Barry	PYCROFT		<p>Yes. Make Madras/Forfar and Barbadoes Streets one way - continuations of the central city sections.</p> <p>Existing parking and the high safety levels associated with that methodology is preserved. Development cost is reduced.</p> <p>Those streets are already wide enough for adding safe cycle-lanes. in a one-way system</p>
16158	hamish	mcgowan		<ol style="list-style-type: none"> <li>1. Very late to be consulting residents who WILL be impacted by this northern corridor</li> <li>2. There should be cash from Waimak council / rate payers to support this ease of access to CHCH central.</li> <li>3. Push traffic to a) eadgewhere, and b) berwick. use traffic discouraging measure north of Warrington / Berwick.</li> </ol>
16155	Anna	Wilkes		<p>The intersections listed above are major intersections and do not need to be raised or have any other special treatments applied.</p> <p>Comments below relate to street treatments proposed for side streets.</p> <p>Rutland St - DO NOT put traffic calming measures on this street. With the addition of cycle lanes, traffic flows have been restricted enough already. I work on the west side of the city so I have to use Rutland St to access my home in Gosset St. With the loss of the right turn into Westminster St from Rutland St I am forced to use Malvern St to access my home. Rutland St (as an indirect extension of Springfield Rd) services the large residential area between Innes Rd all the way through to Main North Rd and is very busy at peak times. Because of the cycle lanes, and the fact that the cycle light at the Innes Rd/Rutland St intersection is automatic rather than triggered by cyclists means that straight through traffic is held up by left turning traffic waiting for the cycle light to turn red and the traffic queues are even longer. Changing the cycle light to a push button for cyclists would solve this problem.</p> <p>Malvern St - raised intersections would be great along this residential street that has high pedestrian usage as people walk between the park and Meshino cafe/shops. Please retain the parking on Malvern St between Rutland St and Gosset St as this is the main parking for the businesses on Rutland St that have lost parking due to the cycle lanes. The local neighbourhood values these businesses and want to see them retained.</p> <p>Innes Rd/Rutland St intersection - sort out the laning at this intersection - is there an opportunity to include a 3 lane clearway (as proposed for Cranford St) that runs along Innes Rd from Cranford St to the Rutland St intersection? This would allow peak traffic heading east towards Cranford to get in the left lane to head towards the northern arterial and eastbound traffic to have their own lane to continue on Innes Rd. A right turn lane to Rutland St would also need to be retained - I rely on this to access my home in Gosset St, otherwise I end up digressing via Browns Rd and Hawkesbury Ave if the traffic is backed up.</p> <p>Knowles St and Weston Rd - these residential streets warrant some form of traffic calming measures which would steer rat running traffic to McFaddens Rd which is a much wider road and presumably more suited for larger traffic volumes. A clearway along Innes Rd to facilitate left turning traffic heading to the northern arterial would mean there should be less traffic rat running down McFaddens Rd.</p>

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16152	Clarke	Washington		<p>I am concerned that the North (Innes Rd) end of Thames Street is currently an inviting option for "rat running" due to it's wide, open aspect.</p> <p>Comparatively, the southern end (Westminster St) entrance and carriageway of Thames St is narrower, and traffic tends to traverse slower.</p> <p>Adjacent streets, Severn and Mersey, both have traffic calming entrances (raised/narrowed/landscaped), therefore less attractive to rat running for both West and East bound traffic on Innes Road.</p> <p>I don't believe extensive changes are required to discourage use, some small islands either side of street to reduce width, set off existing curbing to allow cycle traffic to pass without moving into vehicle traffic path way. See attached sketch.</p> <p>Also Innes Road controlled RH turns onto Cranford Street, via green/red arrows are required at present, and therefore imperative once CNC is completed.</p>
16151	Shayden	Whipps		Silent asphalt for lower Cranford from Berwick to Edgeware. It's so loud compared to Sherborne!!
16149	Mark	Meyer		<p>For commuters wishing to reach Riccarton from the new motorway there are the obvious main routes.</p> <p>An alternative, already used by many, is to head south on Cranford St and then turn right, into McFaddens Rd. From there it is an easy route without many stops or traffic lights through residential streets to Riccarton etc.</p> <p>Consider ... McFaddens - right into Rutland - immediately left into Mays - left right through Papanui Rd into Normans etc. etc. Some drivers, not many, will head straight off McFaddens into the Mathias St split into Mays Road.</p> <p>The new motorway will provide smoother flow up to the Cranford St interchange, but thereafter it will invariably slow dramatically. (Because the flow has not already been regulated by the dual carriageway that is the Main North Road through Belfast).</p> <p>Many more drivers may then seek to use the side streets to escape the sudden perception of "traffic jam!"</p> <p>Please consider some methods to mitigate this possibly unreasonable response, especially in the streets closest to the alternate routes to the southwest. i.e. McFaddens/Weston/Knowles. And also Mathias St/Chapter St</p>
16148	Morgan	Hodgson		<p>Make sure there is sufficient traffic management for increased traffic flow heading into the city so the traffic jam isn't simply moved. Consider upgrade to Innes Road between Rutland Street and Cranford as traffic already builds to standstill here at present. Generally please be aware of those of us commuting west from St Albans/Mairehau as we already struggle to get out of the area (past Papanui Road). Parking around Ristretto, the business already struggles to supply sufficient parking with on street options. Safety of kids at St Albans park with increased traffic flow.</p>
16147	Helen	Mitchell		<p>Courtenay St. This is a rundown and dangerous street. My driveway leads out to this street. Speeding is horrendous. The street is blocked by parked cars, so much worse at school deliver &amp; pick up time when sometimes cars turning into Courtenay Street are immediately faced with a blocked road and nowhere to go.</p> <p>This street is not safe - both for motorists and pedestrians - pavements are potholed and deadly. The gutters are horrible and the road is not up to standard. The thought of more traffic is terrible. Westminster St - cracks are widening towards St Albans Stream and more traffic here would be a real problem.</p>
16146	Cameron James	McNeil		Please don't put any speed humps on Innes Road
16140	Sharyn	Foote		

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16139	Aynsley	Macnab		I did not receive the information package in my mailbox and know of several others in neighbourhood who didn't either. I have filed in the paper response to this survey but it will not meet 28th May deadline. This traffic problem is due to predominantly single occupant vehicles travelling in from Waimakeriri District. It is wrong to adversely affect our community especially with measures that will not improve traffic flow. Please consult 2012 NZTA review which scores this Cranford St upgrade a 'C' and states that it will not achieve the desired outcomes. Instigate light rail, & park and ride systems, improve bus links, make using buses more desirable i.e cheaper.
16138	lorna	gilbert		S T ALBANS PARK IS HAVING AN EXPENSIVE UPDATE. WHAT CONSIDERATION HAS BEEN GIVEN FOR STREET CROSSING FOR THE PUBLIC PLAYING SPORT ETC AND WHERE WOULD THEY PARK?
16134	Kathleen and William	Lawrence		Yes, We bought our house in Courtenay Street after our city home of over 20 years was totally destroyed in Quake. We thought this house was in a quiet residential Street and checked council plans for the street seeing that it was to be upgraded with narrowing of road, garden beds parking etc etc. We have since learnt that this upgrade will probably not go ahead . Very disappointing - the street is long overdue for improvement - footpaths are a disgrace dangerous for pedestrians walking and the antiquated camber of road not at all suitable for the volume of traffic never mind large trucks commercial vehicles etc which now seem to use this once quiet residential street as a thoroughfare -
16133	Steph	Hopkinson		Please consider making it safer for children to cross Westminster street outside the school (the end of roosevelt ave) maybe a zebra crossing?
16132	Liberty	Williams		
16130	Anne	Wiseman		
16129	Grantley	Judge		Please minimise short cuts onto Rutland St.  Consider Rutland St speed limit reducing to 30 km/h
16128	Sarah & Neil	Armstrong		No right turn at Westminster into Rutland isn't working  This proposal is tokenism  The Northern Corridor should have not gone South beyond QEII Drive. The ring road should have been the distributor not the small scale traffic streets of St Albans.  This type of traffic management is about 40 yrs out of date
16127	Margaret	Cossar		
16126	Christine	Marshall		As I said to follow previous page.  The more roads you build the worse the traffic gets. There is not a city in the world that doesn't show that.  I believe in biking. However a strip painted down the road with particals that can be seen at night. (Like Denmark). NO strips islands on roads. So hazardous. The more things for traffic to hit. Stops vision and room. Emergency vehicles can't get threw. Simple is best in everything.
16125	Son & Julia	Le		Nil
16124	Lorraine & Rob	Sheard		Yes, the project of the Northern Corridor does finish at the intersection of Cranford St & Innes Road for us residents who have lives in the lovely quiet tree lined streets for many years will be most impacted due to what would appear to be no plan (or we were intentionally not advised) from that intersection through to the city. To protect our area & for the streets of Mersey & Severn, any traffic travelling north should have "no entry signage' on to those streets off Westminster to protect short cuts through to Innes Road. From Innes Road onto Mersey & Severn "no left turn' on to Westminster St that signage would deter shortcuts through to the one way system.
16118	Carolyn	Till	Sincock & Till Audiology	see my submission attached



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16117	Rebecca	Elkins		<p>I am strongly in favour of introducing traffic calming measures in Malvern St, Roosevelt Ave, Westminster St and Rutland St. Living opposite Malvern Park I witness the high use this community facility has from a broad range of users. Pedestrians currently seem to access the park from the bordering streets of Malvern St and Roosevelt Ave, due to the existing high traffic volumes on Rutland St and Innes Rd. I believe without traffic calming initiatives a safety risk would be posed to regular park users, which includes children, sports teams and pedestrians walking dogs. Malvern St is already used as a short cut for vehicles including many heavy road vehicles; anything to limit this would assist with improving safe park access.</p> <p>Furthermore, Malvern St has been identified by CCC as a Category 1 Special Amenity Area (SAM). I believe it would be detrimental to the special character of the area if road use was intensified. Given CCC insist on controlling decisions regarding street scene amenity for properties on Malvern St it is fair to request they apply the same sensitivity to the street itself and make every effort to minimise the impact of traffic intensity. I ask that ongoing consultation is undertaken with residents of affected streets regarding traffic calming options and proposed landscaping changes.</p> <p>Finally, I request that air quality, traffic noise/vibration/volume in the potentially impacted area is monitored as work proceeds and that results are made transparent to the community. If baseline measures are already available I would appreciate the opportunity to view these.</p>
16115	Kris	Thomas		<p>Thank you for the opportunity to provide feedback on the Council's proposed "Downstream Effects Management Plan" for the Christchurch Northern Corridor (CNC).</p> <p>My family are the owners of the property at [REDACTED] From the information provided we understand that if the proposal was implemented Berwick and Warrington Streets would change from being distributor streets to arterial routes, and that the roundabout would become a signalled intersection. This would result in a significant increase in vehicle numbers and heavy vehicle traffic with the following impacts on those who live in the neighbourhood:</p> <ol style="list-style-type: none"> <li>1. Noise pollution</li> <li>2. Air pollution</li> <li>3. Vibration (local ground conditions consist of a high water-table with very soft soils not suitable for heavy traffic)</li> <li>4. Loss of suburban environment and increased traffic hazard for families</li> <li>5. Loss of street parking</li> <li>6. Residential property value decrease</li> </ol> <p>These are substantial impacts, and we ask the Council to provide information to affected property owners in the neighbourhood on how each of them will be addressed.</p> <p>We would also like to understand the roading network upgrade options considered and justification for not upgrading the existing arterial route of Cranford Street to take increased traffic load between Berwick Street and Bealey Avenue.</p> <p>With regards to the proposed peak hour clearway on Cranford Street between Innes Road and Berwick Street we believe this to be a short-sighted approach and that Cranford Street should be upgraded properly to provide a permanent long-term solution for increased traffic in the area.</p>

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				<p>The project team members at the drop-in session held 16 May 2018 were unable to respond, or provide information for, the above questions. We feel that Council has not consulted affected property owners appropriately during the planning process and was instead presenting the "final solution" at the drop session which is to be fast tracked for implementation to align with the CNC completion.</p> <p>I would like the opportunity to present my submission at a Council Hearing or Meeting on the matter.</p>
16114	Maggy	Tai Rakena		I have already fed in other concerns in other questions. I am very concerned about the high likelihood of much increased traffic volumes in our neighbourhood and the safety impact that has on residents and in particular on the children walking and biking to schools in the area. Volumes are enough of a problem but speeds are now a significant concern.
16113	Daniel	Rawiri		There needs to be a right turn entering the roundabout as you hit Cranford Street. Not allowing a right turn will be a mistake. Best to add now rather than look at it a year or two down the track and go "oh, maybe we should have done it" which will mean additional costs
16112	Daniel	Allan		I would like to request that there is baseline monitoring of factors such as air quality, traffic noise, traffic volume and vibrations in streets around the Christchurch Northern Corridor, including Malvern and Roosevelt Streets. It is important to have some baseline data so that after the motorway opens we can make comparisons. I think this data should be made available through the Community Board to the local community.
16110	Richard	Malloch		
16108	Angela	Clarke		I would like to request that there is baseline monitoring of factors such as air quality, traffic noise, traffic volume and vibrations in streets around the Christchurch Northern Corridor, including Malvern and Roosevelt Streets. It is important to have some baseline data so that after the motorway opens we can make comparisons. I think this data should be made available through the Community Board to the local community.
16106	Rob	Clarke		
16105	Jared	Hopkins		To council, Consideration needs to be made for the addition of speed reduction measures on Gosset Street, Saint Albans. Gosset street is highly used by the community with Rugby park at the north end and at the south Rutland street Church during weekends but also used as a community centre during the week. At times this road can be compacted and with the addition of the Northern Corridor increased traffic in the area and proposed reduction on surrounding streets this puts Gosset at risk of becoming a shortcut road and is of grave safety concern to the community with the high level of children and community using this street. Please add speed reduction measures onto Gosset Street in this proposal. Kind Regards
16104	Jason	Harvey		<p>It seem you have already made up your mind on these changes making this consultation process more like a dictation of what will happen? Why are there no other options presented for this?</p> <p>Sherborne street should be upgraded to take extra traffic volumes (perhaps with the continuation of the clearway proposed on Cranford Street, some of the traffic could then be diverted east and west onto Edgeware road where it can be dispersed onto Barbadoes, Madras and Colombo Streets, Caledonian and Springfield Roads.</p> <p>The Edgeware Village will be disadvantaged by having less traffic if the traffic is "encouraged" into Berwick and Warrington Streets.</p> <p>Why are Christchurch residents having to be disadvantaged by traffic from North Canterbury being forced down our roads? These are people from a different district that don't pay rates here, but the residents and business in St Albans, Mairehau and Edgeware. Has a park and ride option been looked at for North Canterbury commuters?</p> <p>I am opposed to any future road widening / removal of on street parking on Warrington street.</p>
16103	Toni	Jones		We want median strips along Cranford street preventing any traffic turning right into mcfaddens, knowles or Weston roads.

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16101	Simon	Rogers		<p>One notable omission from the proposed changes is any form of modification to Thames Street. Obviously, living on this street I have a personal interest, but with no plan in place this is a concern for the following reasons:</p> <p>Currently, due to it's width and lack of any traffic calming measures, people use Thames Street as a rat run between Innes and Westminster, oftentimes at excessive speeds. (On a side it is also susceptible to excessive speeding in non-peak times.) I note plans for Westminster and Forfar, which is understandable, but I do not feel that this will positively affect Thames St, and then it will be one of only a few without any measures in place (most streets nearby have either speed bumps, stops signs or both). To have no plans to address these current issues that could well become exacerbated is irresponsible, especially when you consider we have many families with young children residing here, a preschool at one end of the street, a church (currently under construction) with an associated children's centre, not to mention the nearby schools.</p> <p>To ensure a safe and pleasant suburban street, please consider looking at road narrowing/chicanes/speed bumps for Thames Street in parallel with the upgrades to Cranford Street. Thank you.</p>
16100	Neave	Ackroyd		Roosevelt Ave should become a dead end. I don't want too many cars coming down our street to miss out the lights. I can't get to sleep at night and I can't roller-skate down my street.
16099	Simon	Fox		Would like direct involvement in changes obviously required to our street - Roosevelt Ave
16097	Laura	Macmillan		
16096	RICHARD ADRIAN	HURST		
16095	katherine	Harbrow		<p>I see that the south bound Northern Corridor to Innes Road prevents cars from turning into McFaddens Rd, Weston Road, Knowles St. This is excellent for the cycle way to have this traffic taken off cars turning into Rutland St. I am concerned re the cars coming back later at night going north bound. Currently vehicles come Springfield road/St Albans St/Rutland Street and then turn down McFaddens Rd, Weston Road, Knowles St to get onto Cranford Street. I am not sure the proposed 30 km will be enough to prevent this traffic from taking these shortcuts to get Cranford Street. The reason why they choose this route is that turning right from Rutland St into Innes Rd is always back to back to the Rutland St shops. If the intersection at Innes and Cranford Street enabled quicker access onto Cranford St this would aid cars going through the residential streets. Could a right turning arrow be included at Rutland/Innes Rd northbound.</p> <p>I support the 30 km speeds restrictions on Rutland St/McFaddens Rd, Weston Road, Knowles St, Malvern St, Roosevelt Ave but I wonder that as the Papanui Parallel runs all along Rutland Street where the 30km could be extended to the corner Tomes Road/Rutland St. This will help the cyclists who need to cross the road down that end of the street.</p> <p>I have also seen some close accidents at the corner of Innes Rd / Rutland St where cyclists are going through red lights because they don't want to wait for a green light. Could some signage go up that explains that cyclists should follow signs. This is causing tension with cars on a daily basis.</p>
16094	David	Thompson		<p>If you want to get more constructive feedback from the public, and not just from traffic engineers, you would do well to have a glossary available that better explains and illustrates the terms that you are asking people to choose from. Terms such as "mid-block raised platform" are not well known. At no point do you define what a "clearway" is. "Option 1", "Option 2" and "Option 3" does not tell us anything, especially when there are five traffic calming options supplied and none of them is numbered.</p> <p>In your sponsored post on Facebook ( <a href="https://www.facebook.com/ChristchurchCityCouncil/videos/1943989282307676/">https://www.facebook.com/ChristchurchCityCouncil/videos/1943989282307676/</a> ), the emphasis is almost solely on the Cranford/Innes intersection, yet this feedback form provides no clear place to consult about the design of that intersection. I have discussed it instead under the "Do you support a clearway on Cranford Street between Innes Road and Berwick Street?" comments field.</p> <p>In case it is needed, I give permission to contact me at the supplied email address to respond to the questions I have raised.</p>

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16092	Thomas	White		
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.
16085	Nick	Ackroyd		<p>Mid block raised platform with road narrowing is terrible for cyclists. It forces cyclists, particularly young children, into direct confrontation with on-coming traffic. if this option is used it should always have cyclist straight ahead on either side and no parking yellow lines at least 50m on either side.</p> <p>I have no issue with removing on street parking to increase safety for pedestrians &amp; cyclists</p>
16083	Dave	Wells		THE USE OF ROUND= ABOUTS ESPECIALLY ON EITHER SIDE OF THE MOTORWAY ONLY CLOGS UP TRAFFIC I SUGGEST THAT ONE LARGE ROUNDABOUT UNDER A FLY OVER WOULD ALLOW BETTER TRAFFIC FLOW FOR PEOPLE LEAVING OR JOINING THE MOTERWAY AND FOR TRAFFICE WHO ARE CROSSING FROM ONE SIDE TO THE OTHER
16082	Conrad	Fitz-Gerald		
16081	K	Perry		Here you are spending \$100's of thousands of dollars repairing St Albans park & building a pavilion & now taking away parking in Barbadoes & Madras. The parking we have now isn't enough for players, supporters etc. They practice thru the week & play weekend. You also have family's coming to play area's plus dog walkers, people walkers, joggers etc. & Edwards Ave isn't enough for all these people to park. I liver where there is 10 pensioners & 5 of us have to park on the road. You take that away & we will all have to move. Plus is the buses still going to be going along Barbadoes St.
16080	Meredyth	Anderson		<p>I have noted that -</p> <p>Nothing has been asked regarding the corner of Westminster and Thames Street.</p> <p>Are you aware that there is another childcare facility with quite young children here and I believe that traffic consideration should be taken here as there is often congestion at different times when children are dropped off, and traffic often goes down this side road too fast.</p> <p>I do understand that not every street can be accommodated, but these little ones and their parents are very precious and consideration of them would be appreciated</p>
16079	Neil	Cox		<p>No speed reduction on Rutland. Rutland - St Albans - Springfield - Durham St Nth route is used by residents heading south in morning. Changing Rutland St will force more cars onto Papanui Road which defeats the purpose. Rutland already has cycle ways</p> <p>Only have left turns for minor roads off Cranford i.e. no one should be able to cross Cranford except when using traffic lights which will make intersections safer.</p> <p>Aside from Clearway on Cranford we cannot reduce parking say on Barbadoes &amp; Madras. The higher density zoning will mean an increase of on road parking requirements. Do we need residential parking permits for Cranford St residents??</p>
16078	C	De Lambert		
16073	Georgie	Falloon	Willow Shoes Limited	
16071	jonathon	dix		Please look at the Cranford Street southbound carriageway, at the intersection with Innes Road. The right turning bay is far too short, it will only fit 3 or 4 vehicles which will create a backlog of right turning vehicles backing up in the right hand land, as in peak times there WILL be more than 3/4 cars trying to turn right. A backlog on the right lane of a road like this is extremely dangerous and will also be hugely detrimental to traffic flow. The median could be reduced to the bare minimum post and rail, so that the turning bay can be extended to as long as possible.
16070	Blake	Quartly		
16069	Greg	Vodik		
16067	Stephanie	Clarke		

## 6. Do you any other feedback you would like us to consider?

Submission ID	First name	Last name	Name of organisation (if applicable)	Do you have any other feedback you would like us to consider?
16066	Kirsty	Peel	Canterbury District Health Board	<p>The submitter is responsible for promoting the reduction of adverse environmental effects on the health of people and communities and to improve, promote and protect their health pursuant to the New Zealand Public Health and Disability Act 2000 and the Health Act 1956. These statutory obligations are the responsibility of the Ministry of Health and, in the Canterbury District, are carried out under contract by Community and Public Health under Crown funding agreements on behalf of the Canterbury District Health Board.</p> <p>The Ministry of Health requires the submitter to reduce potential health risks by such means as submissions to ensure the public health significance of potential adverse effects are adequately considered during policy development.</p> <p>We welcome the opportunity to comment on the proposed changes to Cranford Street and the surrounding area. The future health of our populations is reliant on a responsive environment where all sectors work collaboratively.</p> <p>While health care services are an important determinant of health, health creation and wellbeing (overall quality of life) is influenced by a wide range of factors beyond the health sector. These influences can be described as the conditions in which people are born, grow, live, work and age, and are impacted by environmental, social and behavioural factors. They are often referred to as the “social determinants of health.”</p> <p>Transport is an important determinant of health as it impacts on the ability to access employment and essential services, social connection, levels of physical activity and exposure to the impacts of air pollution and noise. The CDHB is keen to ensure that physical environments promote active transport options such as cycling and walking and that road corridors are safe for all road users.</p> <p>The CDHB supports traffic calming measures in neighbouring residential side streets to reduce traffic and associated impacts in these residential neighbourhoods.</p> <p>The CDHB encourages the Council to consider noise impacts when developing the “downstream effects management plan”. An increase in traffic volumes will likely result in increased noise for residents living along these roads.</p> <p>The CDHB supports the development of a connection from the Christchurch Northern Corridor shared path to the Papanui Parallel Cycleway. This will provide for a continuous safe cycle path which is likely to increase cycling as it is known that improved infrastructure encourages cycling uptake.</p> <p>The CDHB does not wish to be heard in support of this submission.</p> <p>Person making the submission Dr Ramon Pink Date: 23/05/2018 Public Health Physician</p>
16059	Diane	Savage		No thanks
16058	Frank	Hill		<p>I am surprised that you are not 2 laning Cranford St all the way through to Bealey Ave. There will be an increase of traffic past Berwick anyway so may as well do it.</p> <p>I would like to see speed along Roosevelt Ave lowered to 30 kph.</p> <p>Raised intersections should be installed at Roosevelt/Innes and Cranford/Malvern intersections.</p> <p>A mid block raised platform should be installed on both sides of Roosevelt/Malvern intersections</p>

## 6. Do you any other feedback you would like us to consider?

Submission ID	First name	Last name	Name of organisation (if applicable)	Do you have any other feedback you would like us to consider?
16057	Brad	Adlam		
16056	Peter	Davey		<p>St Albans has already suffered enough.</p> <p>Turnover in shops has gone down due to difficulty getting across town.</p> <p>You seem to be worried about North/South traffic which is through traffic but St Albans residents go east to west as well.</p> <p>By calming all the side streets you are destroying business in this area.</p>
16055	Rosemary	Fraser		<p>My greatest concern is that I will not be able to cross Cranford St to get to Papanui, Bryndwr and Bishopdale etc. which are my most common destinations. I understand that pedestrians &amp; cyclists will be able to cross at McFaddens Rd which is good but I would like to be able to turn left on to Cranford then right into Weston (which I often do now) to get to Papanui &amp; work etc. rather than being forced to go to Innes Rd (or out Philpotts Rd to WEll Drive) both of which will have a lot of other traffic on them &amp; I will be adding to the congestion &amp; the amount of turning traffic at the lights. please don't narrow the streets as it makes it dangerous for cyclists even if the traffic is slower</p>
16053	Beth	Marshall		
16052	Chris	Ross-Smith		
16051	Jacinta	Highley		
16048	Tom	Aiken		<p>2 Lane Cranford each way. Otherwise you are wasting money on confusing all road users and shifting the problem from one localised areas to many other streets.</p>
16047	Richard	Nind		<p>How is traffic travelling on Cranford St south going to get through the round about in peak traffic knowing this is expecting to take 75% more traffic coming from town onto new motorway.</p>
16046	A.G.	Talbot		<p>I strongly SUPPORT the planned construction of the median strip on Cranford Street to the north of the Innes Road intersection to maintain traffic flow and to prevent right turning traffic from Cranford Street through McFaddens Road, Weston Road and Knowles Street. This is absolutely essential to preserve these residential areas from a hugely disruptive increase in through traffic from the Northern Corridor. Most concerned that the planned median strip is retained to stop rat-running through ALL these streets and others further to the west. Otherwise the amenity value of these and other St Albans streets will be destroyed! Mays Road is already carrying heavy traffic (and speeding), particularly at the weekend, and first thing in the morning and after 1500 during weekdays.</p> <p>I strongly support traffic calming in McFaddens, Weston, and Knowles, to discourage short cuts through these streets by traffic heading in a northerly direction. These methods need to be effective. I support the use of all necessary measures as detailed above, particularly chicanes.</p>
16045	Clinton	Minchington		<p>How has air quality and residents safety and access to their properties been considered?</p> <p>How has the CCC considered residents health in this project?</p>
16044	Geoff	Leech		<p>In my opinion BERWICK ST is the key to avoiding a bottleneck on Sherborne St.</p> <p>Berwick St should be a free-turn left from Cranford St heading south and a free-turn right from Warrington St on to Barbadoes St.</p> <p>Similarly, heading north from the city, Madras should be a free-turn left to Berwick St (2 lanes if possible) intersecting with Cranford St in the evening.</p> <p>We need to 4 lane Berwick St or implement clearway rules as per Cranford St.</p>

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Submission ID	First name	Last name	Name of organisation (if applicable)	Do you have any other feedback you would like us to consider?
16043	ken	Murray		<p>Subject: St Albans Park/Sports Clubs</p> <p>Christchurch City Council is renovating St Albans Park for the benefit of sport bodies being able to once again use the park for cricket, rugby, soccer, etc.</p> <p>The Edgeware Bowling Club, now known as Canterbury Bowling Club 2017, situated at 6 Forfar Street between Winton Street and Warrington Street.</p> <p>The bowling club hosts a large number of competitions with bowlers coming from all over Canterbury. Most of these competitions commence at 9.00am and bowlers have to report from 9=8.30am onwards.</p> <p>Our bowling club is involved in hosting the South island Chartered Club tournament/competitions. The means the WHOLD of the South Island.</p> <p>We often have 128 players on any given day and this means we require parking spaces for in excess of 40 vehicles from 8.30am until 5 or 6pm.</p> <p>We have also been involved in assisting in the Nation Chartered Clubs/Bowls New Zealand National Competitions so you can see that your proposals can have a serious effect on the above competitions.</p> <p>WHAT WILL NEW ZEALAND THINK OF CHRISTCHURCH?</p> <p>Let us not forget the croquet club. They also have players coming from around Christchurch.</p> <p>If you decide to go ahead with you proposal (and this includes Barbadoes Street from Edward Avenue north), I am saying that you will be obliged to supply sufficient parking to compensate.</p> <p>Think seriously about what I have written, if you want St Albans park, the bowling and croquet clubs to continue to run</p>
16042	Nieb	de Ruiter		<p>For the traffic reduction options, are these really necessary?</p> <p>If you provide good options for traffic flow people won't need / want shortcuts through small roads. You don't have to pull out all the stops. In many cases, less is more. I would be in favour of improving Cranford with the new northern rd and waiting to see how the traffic changes improves. Then you could make a better decision.</p>
16041	David & Barbara	Spence		<p>Street landscaping to be given priority. Rose beds etc</p>
16040	N	Harvey		<p>Some reasons for my opposition to multi laning the proposed roads are:</p> <p>a) Increasing the number of cars per unit time will increase the congestion on Bealey Ave and Central City Barbadoes St during peak commuting times. It goes against modern town planning to reduce car numbers in CBD's.</p> <p>b) They are residential streets with limited off street parking available for high density housing areas. Local businesses will suffer also. Use the money to fix damaged roads in ChCh. They are more deserving.</p>

## 6. Do you any other feedback you would like us to consider?

Submission ID	First name	Last name	Name of organisation (if applicable)	Do you have any other feedback you would like us to consider?
16039	G	Heath		<p>Considerations re Rutland St to stop it becoming a fast short cut.</p> <ol style="list-style-type: none"> <li>1. Raised intersections with improved crossing facilities</li> <li>2. Or mid block &amp; raised platform with road narrowing</li> </ol>
16037	D. J	Hargraves		We support the moves to prevent Innes Road, Heath Street. Glandovey Road beginning a major feeder route for heavy traffic & trucks
16036	Dave	Evans		Other than raised intersections, chicanes, & turning restrictions ONLY on Madras & Barbadoes, minimise changes as much as possible
16035	N	Wiseman	Diana Isaac Retirement Village	
16033	J A	Grant		<ol style="list-style-type: none"> <li>1. We live Mays Road and this road layout stops us turning into McFaddens Road</li> <li>2. Concerned about fire engine access with no turning until Innes Road</li> <li>3. Bottle neck when road becomes 2 lane only at Innes Road</li> </ol>
16032	Geoff & Jan	Washbourne		<p>We part own the block of shops at Corner of Barbadoes &amp; Warrington Streets where we have our own private carpark for our shops. There is already inadequate parking on the street for the neighbouring shops. There customers already continually use our private park. The coffee shop next door on Barbadoes St provides 2 carparks but uses that space to put their outdoor dining chairs. When the new shops were built on Warrington St they weren't made to provide parking.</p> <p>There are new shops about to be built on Warrington St (were demolished) so that needs to be taken into account now not when they are completed.</p> <p>Our major concern is parking!</p>
16031	Carole	Church		
16030	Philippa	Wadsworth		<p>As a pedestrian I like to have pedestrian Islands in the middle of the road e.g. on Springfield Road at St Albans Street. Having an island makes it easier to cross the road as you only have to really concentrate on traffic on one side of the road each time you cross.</p> <p>Even when there are lights, you cannot trust the traffic to give way to you, especially in the second half of the crossing.</p>
16029	Lewis	Perry		A way to reduce traffic cutting down our road and make the traffic that does decide to go down Winton Street to slow down as there are a lot of young families with children who play down at St Albans Park and walk down Winton Street to get there. Also want the traffic to flow in a way that I won't be stuck for 10 mins and be only 500m from my house.
16027	Kevin	White		<p>What happened to the petition to have lights on the corner of McFaddens Rd &amp; Cranford St.</p> <p>57 people signed it and seems to have been overlooked.</p>
16026	Lynne	Switalla		<p>Edgeware Rd &amp; Cranford St by BP. It is a mess @ peak time &amp; a bottle neck.</p> <p>If cars are turning right they use same lane as straight ahead.</p> <p>Left turn should be a free turn so straight thru traffic can move freely.</p> <p>Right turning arrows would be an advantage. Also at Innes Rd &amp; Cranford St. Right turning arrows should be installed. People go thru RED LIGHTS</p>



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Submission ID	First name	Last name	Name of organisation (if applicable)	Do you have any other feedback you would like us to consider?
16025	Eric	Banks		<p>Consider traffic calming in Mersey St also as it is only 1 block from Cranford St.</p> <p>As part of Berwick St/Warrington St upgrade, ensure there is a pedestrian crossing point across Warrington St midway between Forfar &amp; Barbadoes Sts.</p> <p>How will a right turn into Cranford St from Placemakers work? (it is difficult enough now)</p>
16018	Julia	Hurren		<p>1. Innes Road / Cranford Street Intersection</p> <p>The current Innes road/Cranford street intersection is very dangerous - cars on Innes road often run red lights and there are no turning arrows to turn from Innes rd to Cranford street. The footpaths are narrow and there are limited places for pedestrians to wait.</p> <p>In upgrading this intersection I would like better pedestrian crossing facilities, wider safer footpaths for children to safely wait with their parents and turning arrows to enable traffic to turn safely from Innes Rd to Cranford street. Children are required to use this intersection to access their zoned school (Heaton) and it should be safe for them to do so.</p> <p>I would also like a lower speed limit - even if the speed limit is 50 cars are like to be driving much faster after coming off the motorway.</p> <p>2. Innes Road Traffic</p> <p>Innes road currently has heavy traffic often backed up more than 2 blocks from the Cranford Street lights. Has it been considered where this traffic is coming from and what can be done to reduce this? It creates a lot of pollution, including noise pollution for residents.</p> <p>3. Severn Street / Mersey Street / Dee Street</p> <p>These streets do not have proposed traffic calming measures while similar nearby streets do. Why is this? It seems that traffic would use Severn and Mersey Streets to access Forfar street. More and more traffic, including trucks are using Severn Street at the moment. These are residential streets not suitable for heavy vehicles. I do not want Severn street to become a cut through street to connect to Forfar street</p> <p>I would like traffic calming measures to be considered for these streets as well.</p>
16016	Glenn	Robinson		<p>Hi we reside in Cornwall st and we find the proposed changes to Cranford st and surrounded areas ridiculous by all means do the changes to Cranford st but 3 lanes in Madras and Barbadoes st is effectively bisecting St Albans and splitting the community not to mention pushing all the traffic onto Warrington were lots of children walk to school. surely the best solution to the traffic problems would be to widen Marshlands road were theres less population and no houses but I see you have that earmarked for future development, so St Albans has to suffer all the traffic so the development can go ahead at our expense and misery, when the best option would be to share the traffic problems ie up grade Papanui rd, Marshlands, and Cranford. so we think the proposed changes are a bad idea and will go against it all the way and vote for anyone who is against the changes in the next local elections</p>

## 6. Do you any other feedback you would like us to consider?

Submission ID	First name	Last name	Name of organisation (if applicable)	Do you have any other feedback you would like us to consider?
16015	Chris	Simmons		<p>I have concerns with people rat running of down Jameson st then onto Thames st to get to Barbadoes St to get into town in the mornings, especially if you add a third lane going into town on Barbadoes . As Thames st is a wide open road it already attracts rat runners in the morning and afternoons and can see this only increasing without some restrictions put in place especially in the morning. I would like to see the narrowing of the intersection of Thames and Innes and also narrowing of Thames and Malvern to slow down the rat runners. Thames st has already been narrowed at the Westminster st intersection but would like to see it up graded to make it safer for children to get across Thames when walking down Westminster st.</p> <p>I would also like to see a link between hills rd /akaroa st and qe2 drive opened up. Put hills rd strait thru at the top end of hills rd where it turns into akaroa st . It is mostly state owned houses up there so easily requisitioned for roading then put it thru Shirley rugby league grounds to link with top end of Innes Rd onto qe2 drive that way allowing traffic to access the motorway from the upgraded qe2 drive. This would be a lot faster for people accessing motorway for workers on east side of central city. Currently there is only 1 set of lights between Bealey ave and qe2 drive if this route was opened up making for a very smooth run out of town. Taking a lot of traffic away from the Cranford St option .Shirley rugby league could be moved across rd to Walter park.</p>
16005	Norma	Kloosterman		<p>Can you accommodate parking lots for the St Albans park visitors? Don't forget secure bike stands there.</p> <p>Instead of speed reductions measures in side streets like Malvern St, Severn St could you make them one way?</p> <p>Could you improve/upgrade Hills Road - connecting to QEII Drive, so more people are encouraged to avoid Cranford Street and instead use Hills Road to go into town?</p>
16004	Ben	Frost		I am concerned that that my own street (Severn Street), as well as Mersey and Thames street will be used as rat-runs to get from the Cranford/Innes intersection down to the top of Madras and Barbadoes. I would like traffic calming measures to be added to these streets also.
16002	John	Denney		
16001	Louisa	Taylor		designing a massive increase in traffic without any plan on where the traffic goes once it hits town is so irresponsible
16000	Adrian	Taylor		It's disappointing that the CNC project and design did not consider these effects at the time of their consultation process. Or if they did, should have consulted then. That project is now happening and increasing traffic by 30% and this proposal seems very reactionary to another project which should have integrated them together.
15999	Brian	Ramlose		
15998	Sarah	Helleur		Under the current proposal, there is clearly no plan for traffic calming measures in most of the residential streets between Westminster and Innes Road. These streets are currently used as through roads by traffic wanting to get home quicker, and this will continue to happen under the new proposal. To avoid this, and to encourage traffic to use the upgraded Cranford, Berwick, Barbadoes and Madras street, measures need to be put in to discourage their use as short cuts. There are a lot of young families in this area and the safety of children and residents is very important. We do not need speeding cars using the streets as a short cut to get to the motorway quicker.
15996	James	Ryan	Mr	I support proactive traffic calming along Weston Rd. My children often play on the footpaths. There are already occurrences of speeding in the afternoon peak. Please don't wait until after there is a demonstrable problem to take action. I support the Council progressing proposed speed reduction measures.
15994	Margaret	Meehan		<p>This roading is splitting our community. Our nearest village is Edgeware, and it has become more and more difficult to access (by walking), and less enjoyable to be in because it is surrounded by major roads and feeling more hazardous than before.</p> <p>St Albans Park: how is this park going to be accessed? Where do people park, with a three-lane street on either side of it?</p> <p>I think it's disgraceful that a 40-odd year old plan was finally "decided" in such a half-arsed way, with only part of the plan thought out, while the aspect that affects the most people, the most community-centred part of it, was left to "figure itself out". God only knows what you were thinking.</p>

## 6. Do you any other feedback you would like us to consider?

Submission ID	First name	Last name	Name of organisation (if applicable)	Do you have any other feedback you would like us to consider?
15992	Nigel	Ellis		<p>This is my submission following my visit to the Consultation drop-in at Edgware Bowling Club yesterday and my conversation with Shane Turner.</p> <p>I am a resident of the area west of Cranford St that uses that section of Macfaddens Road, for which traffic calming ideas have been suggested.</p> <p>In the event of serious congestion on Mcfaddens Road, it is conceivable that residents here might like one of these options - to discourage the use of the road - to be implemented, even though it would inhibit our own use of the road.</p> <p>At the moment traffic levels on Mcfaddens Road are very light; no more than moderate even in rush hour. I understand from Dr Turner that the immediate effect of the changes to Cranford St would result in an increase in traffic levels here of about 15-20%. I would suggest that before we residents would really need measures to inhibit the free flow of the road that traffic levels would have to rise to the extent of either difficulty exiting a driveway on Mcfaddens (or exiting any of the four side-roads) to turn right onto Mcfaddens, or to make it difficult to cross the road on foot. I would suggest this level of difficulty could be at least a decade away.</p> <p>Given that any such measures would be for the benefit of residents such as myself, I strongly suggest that the council simply monitor the traffic periodically rather than spend money now solving a problem that is unlikely to arise for many years.</p>
15991	Amy	Spurgeon		Stop changing it
15986	Anouk	Minnaar		<p>I would like to see the shared path to be only &amp; directional for cyclists (clearway)</p> <p>I would like to see the buffer zone for car parking between the traffic lane and the shared path to avoid people opening car doors on passing cyclists.</p> <p>I am sorry to see that nowhere in the plans you tell us how you accommodate for road users than motorised traffic.</p> <p>Nowhere there is mentioning of a multi-modal solution and you assume commuter = car driver. It's a very limited solution and will only create issues as there is no effort put into conjection reduction</p>
15985	Roger	Hudson		
15984	John	Lawson		
15982	Robin	Parr		don't live in that area
15981	Ben	Brady		<p>I am an Edgware resident living in Barbadoes Street. It has come to my attention recently that there may be some changes affecting parking and traffic down this street.</p> <p>I urge you not to go through with any changes to Barbadoes Street for the following reasons.</p> <p>Parking is already difficult for residents as there are many dwellings in this area which do not have acquitted off street parking. Removing off street parking will make life hell for us.</p> <p>Roadworks will negatively affect the quality of life of the residents in the area.</p> <p>Thanks for your consideration.</p>

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15980	Anne & Kent	Shivas		<p>Since moving to our address over 2 year ago we have found Normans, Mays and McFaddens Roads are used as a short cut to get to Cranford St for cars are heading East, avoiding congestion on Innes Rd.</p> <p>This often leads to cars speeding down Mays Rd during peak traffic times, which is a concern to us as we have young children. As do many other families on Mays Rd.</p> <p>We would like to see turning restrictions in place on the intersection of McFaddens Rd and Cranford St, preventing East bound traffic turn left on to Cranford St.</p> <p>Also traffic restrictions on Papanui Rd to prevent traffic using Normans Rd, Papanui Rd and Mays Rd as a short cut.</p>
15972	Scott	Willson		<p>I think all of the measures you are proposing to deter short-cutting through side streets should be adopted; these are heavily residential areas with families and children frequently using the area.</p> <p>I would even like to see the council go a lot further by considering re-purposing Mersey street and possibly others as cul-de-sac's.</p> <p>Also, as a cyclist I would like consideration to be given to extending the cycle way which seems half complete on st.albans/Rutland street including safer options for crossing Cranford st itself. If the 3 leaning landing proposal proceeds this will include the importance of this for a safety perspective.</p>
15967	Vanessa	Winter	1969	<p>YES. The obvious omission from the plan is the acknowledgement that at the Cranford/Innes intersection, a lot of traffic will take the left turn and try to connect onto Madras and Barbadoes via Mersey St, Severn St, and Thames St. The traffic on these streets is going to increase 100 fold. Both Mersey and Severn are quite narrow residential streets. Both of these streets need additional measures to stop traffic using them as a cut through instead of Cranford.</p>
15942	Brett Colin	Riches		<p>Tenant in flats in the street will have no where to park. Houses and Flat have tenant two, two three of them and all have cars. If they can't park close to there homes they will move out of the place and live elsewhere. Landlord won't be happy. I have to park on street and my work truck. When to get home after 5.30pm or later where am I to park truck, other side road already parking taken</p>
15941	Brett & Amanda	Haldane		<p>Re Cranford/Westminster intersection: 3 phase traffic light system - like the Mary St / Main Nth Rd / Langdons Rd intersection. This will let the Westminster St traffic flow much more safely. A long time when all lights are red to traffic to allow pedestrians to cross safely - there are many school children who use this intersection &amp; it needs to be safe for them</p>
15940	Chris	Chaplin		
15939	Mary	Harding		<p>I am concerned about talk of making Colombo St a one-way area. There are a great many people who wonder if any though has been given to the bus, which is the only one going from Papanui and coming along Edgware Rd from Cranford St and then in to town. It is one bus which copes with people from Springfield Rd, and even Barbadoes St.</p>
15938	Allan	Grant		
15937	Barbara	Ingendae		
15926	Jay	Jolly		
15921	C M	Grainger		
15920	Mary	Botting		<p>Please consider the Cranford St residents &amp; wider St Albans community who need to be supported by the Council that they have elected!!!</p> <p>Car parking for residents &amp; their families &amp; small businesses will be compromised - not acceptable.</p> <p>Yet again our wonderful Council has let us down - very disappointing.</p> <p>What happens to the traffic @ Bealey Ave/Sherbourne intersection? &amp; Edgware/Cranford intersection? - congestion</p>

## 6. Do you any other feedback you would like us to consider?

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15918	Tracey	Gunther		<p>I'm not confident in this Council's ability to get anything right. The closure of Worcester &amp; Fitzgerald, in fact most of Worcester!! What is that about!! St Asaph - need I say more. Manchester. Dear God! Cycleways for Africa!!</p> <p>We will never be a 'carless society'. Never. If you insist on cycle lanes, why not through lesser used streets?</p> <p>Why right through major, busy, congested, too narrow thoroughfares? Who's idiot idea was that???</p> <p>Bus lanes! Don't get me started!! They were satisfactory pre earthquakes, why fuck it up by adding more.</p> <p>Really only puts people off using the bus. And STOP increasing my rates!!!</p>
15916	Margaret	Hagger		<p>Dear Madam</p> <p>May I draw your attention to the fact, that there are no bus shelters, between Bealey Avenue and Northlands, on the left hand side of the road, for we frequent (and especially older passengers who no longer drive) while awaiting the bus in all weather extremes. This is the No 28 red bus route from Lyttelton to Northlands via Cranford Street, which is fairly well patronised. I myself rely on this bus approximately five days a week.</p> <p>Thank you for this opportunity to speak</p>
15911	SR Leonie	O'Neill		<p>I have been driving a mobility scooter since hip surgery in 1993. I have safe routes to church - Caledonian Rd - Manchester St, - South City - Sydenham (Poetry Courses) - Papanui Rd (Art Courses) - Riccarton (Bank &amp; P.O.), Hagley Ave (hospital appointments) - Cranford St (Dentist - Shopping).</p> <p>And now I have had a stroke and still travel by M. scooter on footpath. Workmen &amp; builders are very kind &amp; helpful - and even stop the traffic. But Columbo St &amp; Bealey Avenue, which I must travel, are sometimes difficult with the changes. Please just think of us M. Scooters when the footpaths are re shaped, re changed to suit cars etc. I stay in my scooter now, using lifts, to have appointments</p>
15910	Andrew Craig	McEwan		<p>The northern corridor will speed travel times between the Waimak Bridge and Innes Rd. The proposed roading changes from there would appear to have little effect on traffic congestion with bottlenecks remaining at Innes Rd, and the Berwick St intersection. Traffic will remain backed up from Berwick St to Bealey Ave in afternoons along Sherborne St.</p>
15901	John	Atkinson		<p>Sherborne Street URGENTLY needs speed cameras. Even now before the road changes, from about 5 a.m. trucks at speed roar, rattle, clank and bang their way through the Edgeware Road intersection. During the night, rowdy motorbikes, and boy racers with wide exhaust pipes accelerate aggressively and hoon along at speed severely subjecting the slumbering citizens to very intrusive racket. At any time vehicles travel at excessive speed, putting the lives of the elderly and school children at risk.</p>
15900	Penny	Gilchrist		<p>I travel from Croziers Road to Upper Riccarton everyday for my job and usually go out from McFaddens and across Cranford, or left turn then right turn into Western Road then right into Rutland Street then Mays road etc.</p> <p>With the changes to Cranford Street I will now need to go right down Cranford Street to Innes Road and turn right so hopefully there will be green arrow turning lights at this intersection with enough time to get several cars through???!!!</p>

## 6. Do you any other feedback you would like us to consider?

Submission ID	First name	Last name	Name of organisation (if applicable)	Do you have any other feedback you would like us to consider?
15893	Steve	Burns		<p>Thank you for the information received in the mail recently. Most of the plan looks very good, and it is nice to see some choices still to be finalised. I thank you too for the opportunity to make comment.</p> <p>Two streets aren't given enough consideration in my opinion. Berwick street will need upgrade, probably to four lanes, which is not highlighted in your plan. And Sherbourne street will probably need clearways similar to Cranford street</p> <p>It is a little difficult to tell in No. 2 what the difference is between picture 1 and picture 3. I feel strongly that any narrowing of the streets creates some additional dangers. Any such area needs to allow 2 vehicles to pass safely, and you should be making some provision (probably to the side somehow, although I can't see an easy solution) for cycles to avoid the cars in narrowed areas. Any raised cobble area should also make it clear whether there is actually a pedestrian crossing i.e. do cars or pedestrians have right of way.</p> <p>There are pros and cons to the decision on where to narrow the streets. Narrowing in the middle of the block should slow speeds down but does little for pedestrians. Narrowing at intersections helps pedestrians but adds more distractions for motorists at the intersection by adding narrowing and raising, and closer pedestrians to all the normal intersection decisions necessary. And definitely makes it more dangerous for cyclists as the plans are currently drawn.</p> <p>Apart from narrowed areas to reduce speed, keep the streets wide to allow motorists, cyclists, and parked cars to co-exist safely.</p> <p>I hope these ideas can be considered</p>
15886	Gearoid	Coholan		
15868	Maike	von Minding		<p>I am now more happy about selling my house in Allard Street! No more regrets!!!</p> <p>Thanks to making the city even more car polluted as it already is! (this is meant in a sarcastic way!) What we need is better public transport &amp; more cycle lanes, which should be protected with concrete blocks to clearly separate cyclists from cars. If a street is more narrow (see in European cities!), cars have to slow down! Streets here are too wide! Result: Speeding! &amp; accidents!</p>
15867	John	Osborne		<p>I am disappointed you are not considering Severn Street (and other streets on either side). These are already being used by cars (rat racing) to avoid the lights and Cranford Street.</p> <p>You talk about improving conditions for road users but what about those on the side streets.</p> <p>I am always hearing cars racing the lights down the (Severn Street) failing to stop at the controlled intersection - this is also an area with a high number of young children - how can you help us?</p>
15866	Peter	Whitcombe		
15865	Natalie	Burrows		
15864	Patricia	Lindsay		
15863	Liz	Burrows		
15862	Anthony	Seeber		<p>Rutland Street has a huge amount of rush hour traffic.</p> <p>Anything to limit this would be appreciated</p>

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Submission ID	First name	Last name	Name of organisation (if applicable)	Do you have any other feedback you would like us to consider?
15861	Tracey	MacArthur		<p>Having lived in Hawkesbury Avenue for 29 years we are very aware of the 'short cut/rat route' to the city via: Browns, Hawkesbury, Somme, St Albans, Springfield, Durham St North.</p> <p>This route is very busy, especially during peak traffic flow, and needs addressing: traffic calming.</p> <p>Some thought to create a better link between Madras/Barbadoes &amp; northern corridor</p>
15860	Yolanda	Soryl		<p>Please do everything you can to make cycling a safe and more viable option. We'd have less road &amp; car issues if more people biked so considering how to make these routes as cycle friendly &amp; safe as possible is vital.</p>
15856	Samantha	Lovie		<p>I was wondering if it would be possible to address the impact that the Main Northern Corridor changes will have on Philpotts Road as part of this consultation (as it is a neighbouring road)? At present a number of people speed off the 80kmh Motorway right down Philpotts road as there are no raised intersections, narrowed sections of road or Chicanes to encourage people to reduce their speed to 50kmh. I understand that as part of the changes Philpotts road will become left in only and left out only. It would be great to see some method of slowing traffic exiting the motorway and entering the residential area be implemented (methods such as those listed above). Thanks Kindly.</p>
15855	Penny	Paltridge		<p>I live on Forfar Street (Westminster end) and have been increasingly concerned with not only the increase in volume of traffic but also the speed with which traffic travels down it. Since the earthquakes the hall at the Forfar courts has been used for activities on a daily basis and there are often cars parked a significant way down the road making visibility ver difficult. This combined with speed makes Forfar an increasingly dangerous road and I want to voice my total support at Amy measures to deter cut through traffic and reduce speed. Many of the people speeding down turn left into Westminster and then get bottle necked trying to turn right at the Cranford Westminster intersection. Huge room for improvement! Thank-you.</p>
15843	Jenny	Walker		<p>Springfield Rd is getting busier. It is very difficult to get across the road between 5-6pm. How will this traffic be encouraged to drive further to Madras St, to head north?</p> <p>I regret the building of the Northern Arterial. Building more roads is not the way to solve commuting problems. The Northern Arterial is a massive "blot on the landscape" and will damage the nature of inner suburbs, only to give those living in outer suburbs a faster drive to work or school.</p>
15822	Fay	Utteridge		<p>I have no other way to travel but by bus. Shopping, Doctor, going to Malls, visiting Doctor. Please leave Barbadoes St as is and leave the buses 100 &amp; 44 as they are. As I'm in my eightys I can not walk that far. It's not clear to me if Badadoes St is to be one way or as is. How about doing some other street that needs it more than Barbadoes Street</p>
15821	Robyn	Carrington		<p>After considering the changes you have put forward, I would like to propose a more simple and cost effective solution, see attached plan.</p> <p>In short, continue Barbadoes Street from Bealey Ave to Warrington Street as a "two lane = one way" (South) lights to remain.</p> <p>Continue Madras Street from Bealey Avenue to Warrington Street as a "two lane - one way" (North)</p> <p>(No need to change parking, there are plenty of side streets, in between these main roads for cars to detour safer children)</p>

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15820	Margaret	Kneebone		<p>Suburban Streets need the mid block raised platform with road narrowing to one lane. Garden to be kept tidy.</p> <p>Street parking some distances from narrowing area.</p> <p>Rutland Street has enough on it. Leave it alone.</p> <p>Can Flockton Street be aligned with Barbadoes in some way.</p> <p>I know not your area, but can buses be taken off lower Colombo Street, after Bealey Ave and use Sherborne. Colombo Street very narrow for everything, bikes, cars, truck, buses.</p>
15819	Hazel	Hyndman		<p>My main concern which I have sent feedback in before is with closing off access to side streets like the ones above "may" stop some traffic but it causes a huge issue for people who live in the area.</p> <p>For example with McFaddens road being closed off to any right turns if I wanted to go to Papanui from home I would have to either do a u turn on Cranford Street or do a huge detour on Innes road which is already so busy, before any work started Innes road always gets backed up at many different times of the day. I think that alternative routes to help locals stay off Innes road is a must and with all the new traffic using the CNC it will just make Innes road worse.</p> <p>I suggested that a set of lights be put in the intersection on the corner of Cranford Street and McFaddens road as this would encourage locals to use this intersection and reduce traffic from Innes Road.</p> <p>Also, I'm sure it would help out the motel on the corner as well as there business will be affected.</p>
15818	Frances	Adank		<p>Jameson Ave is already quite slow - the give way slows you down.</p> <p>Similarly McFaddens Road @ THE EASTEND is bendy &amp; ok as is.</p> <p>Malvern St is so jam packed with parked cars you already have 2 slow down.</p> <p>Rutland St is also v. slow already south of Innes.</p>
15816	Campbell	Brinsdon		
15810	Findley	Wat		
15807	John	Skipper		<p>The number of traffic lights in Christchurch is too many. We always have all left-right-straight ahead options open to all at every intersection. In other parts of the world, options to turn right are very limited and therefore not so many lights are needed. Avoiding right turns would have an effect on through-traffic options on side roads, reducing options to get at them and therefore limiting non-local traffic.</p> <p>If the traffic on the main road has ground to a halt, no amount of chicanes etc will prevent the rat-running. There is also the issue of traffic slowing for bumps and accelerating (noise) at off peak times.</p> <p>Make it easier to travel on the main roads. Rat running is a sign of failure of the main road flows.</p>
15806	Martin	Pinkham		See attached
15803	Anna	Porritt		



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Submission ID	First name	Last name	Name of organisation (if applicable)	Do you have any other feedback you would like us to consider?
15800	Sandy	Luxford		I think raising the entrance to side roads is a ridiculous waste of money as is bricking them. Parking is hard enough outside our house now with the Motel on the corner so would not like to see it narrowed at all. It's not all about Cranford Street you know, us on the side roads are not even being considered with no right turns into Cranford Street. It is just going to make it so much harder to get to Northlands and other places north of our place.
15796	Kirsty	Mortell		This is a high density family area with large recreational facilities and multiples schools and preschools. Please consider them.
15792	Gerry	Jackson		The mid 1990's lifting of the motorway designation between QE2 Drive and Bealey Avenue was one of the most short-sighted roading decisions I have seen in my 36 years of living in Christchurch. As the northern motorway is now going to terminate at the north end of Cranford Street, the CCC has inherited the problem of moving an increased amount of traffic between the motorway terminus and the Barbadoes/Madras pair of one-way arterial roads. The proposal as outlined appears the best possible given the limitations of using the current roading alignments. However, it is my view that council will have to make some bold decisions and upgrade this to a major project that will require acquisition of property. Cranford Street from Innes Road to Berwick Street will need to be permanently four-laned. From there a four lane arterial road will need to sweep into Madras Street (no 90 degree turns). Madras Steet will need to be four-laned as far as Canon Street. From there the two south-bound lanes can curve through the (currently vacant) ex-MED site to link with Barbadoes Street at Purchas Street, a short distance from Bealey Ave. The big advantage is that Warrington Street and most of Barbadoes Street would not be affected. They could be left as they are now. There is little point in doing a moderate sized project and then have to re-visit it and spend more money in ten years time. Build a logical, fit-for-purpose, long-life project right at the beginning.
15791	Xing	Lu		
15787	Andrew	Huntley		
15783	Howard	Murray		
15776	Rob	Haughey		
15774	Tim	Chaw		
15773	David	Tipple	Gun City Ltd	Are you supporting a U-turn bay on Cranford St rather than allowing south-bound traffic to merge and use the roundabout?
15772	Lex	Calder		
15766	Sean	Mortell		
15763	Sjarron	Smit		I have noticed since the re development of Kids Bakery & another new business just around the corner "Women's Touch cleaning services there has been cars parked all day on our road which is close to Cranford Street. I am still not sure what will be re developed on the cnr of Cranford & Innes Rd but feel that the new businesses will have further impact on parking in areas on the North side of Knowles and Cranford Street. Parking restrictions may need to either be imposed or business owners need to also include employee parking on their own premises?
15762	Marcino	None		
15759	Emma	McCracken		
15758	luke	mckay		
15757	Mr Simon	Lindsay		<p>It will be CRITICAL that traffic calming measures be implemented in all the north / south streets between Innes Road &amp; Westminster St including Thames, Severn &amp; Mersey.</p> <p>Forfar St is long overdue some measure to discourage traffic or at least to slow traffic. It has become a high speed drag strip ever since the new surface was laid. I know I have a vested interest in the outcome as a resident in the street for some twenty five years, but there is a large pre school which necessarily causes multiple vehicle movements &amp; turning traffic manouvers as well as a large retirement complex with elderly drivers and large number of visitor vehicles. Many more than a single residential address would generate and the potential for an accident is high. I witness close calls on a weekly basis</p>

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15756	Veronica	Clark		<p>I want to know why McFaddens Road receives no mention. I would like someone with a senior position to answer this question. McFaddens Road receives a good deal of through traffic which is likely to continue and possibly increase. Knowles &amp; Weston Rds have narrowing sections of road to cut down on racing cars. McFaddens certainly needs the same. We have had youths racing to outrun police. (Access to Cranford allows them to do this). [REDACTED]</p> <p>12.05.2018</p> <p>I tried to get in through the link provided but I was unsuccessful.</p> <p>Here is what I would like to say. Please can thought and consideration be given to my request to slow traffic on McFaddens Road. I do not believe traffic along this road will decrease when the new layout comes into effect. I am concerned that it is more likely to increase as I do not believe the congestion on Cranford street will make much difference to those who already see short cutting across to Innes Road to avoid the traffic lights. as a quicker option to getting where they want to go.</p> <p>Weston and Knowles both were made into living streets in order to slow down traffic. Why was not McFaddens Road included?</p> <p>I would appreciate it if someone in the department can explain to me whether my request can be entertained.</p>
15754	Miriam	Pascoe		
15753	James	Seales		Please note my new address above
15752	Sarena	McNaught		I would not want to see Berwick Street turned into 3 lanes and wipe out off street parking. There are houses that are on sharing land and do not have any other option to place cars, but on the street. There is a busy church that requires parking and the new proposal will wipe out street parking. I am worried about my childrens safety on a busy road. I would not have purchased my first home if I knew this would be a high traffic flow area. I am worried for my house value in price
15751	Julia	Harbidge		<p>I think the residents of St Albans pay significant rates fees and our input should be considered before you waste valuable funds on an unnecessary and unwanted project. The streets in the East Side are in much more dire need of the funding and road improvements.</p> <p>I think the Madras &amp; Barbadoes St 3-lane proposal really needs to be reconsidered. This is a completely residential area &amp; turning this into a main thoroughfare will completely destroy what so many residents enjoy about their homes.</p> <p>If you drive down madras at any time you will see cars parked down both sides of the road, these are used constantly &amp; it is unfair to take them away from a traffic issue that will only occur once a day for less than an hour. I turn right from my home each day within less than 10 seconds - this is not a main road. MANY homes in St Albas don't have garages! Let alone the dangers to the children crossing to the skate park &amp; basketball courts</p>
15750	Brenda	Greene		<p>Safe walking/cycling route - where is it?</p> <p>Why are the four lanes not going all the way to town? Is it being staged? Is cost restricting it?</p> <p>The proposal appears half finished and short on detail overall. As it stands traffic will back up as 4 lanes restrict to 2 which defeats the purpose of the upgrade</p>

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15749	Juilie	Duthie		<p>1. I have 2 daughters with school-age children in the areas of Edgeware/Cranford/Barbadoes.</p> <p>2. Where does the traffic disperse to from the northern corridor when it gets to Innes to get to the CBD etc? Does it travel due south (which seems logical) straight through to Bealey, i.e. Cranford, Sherborne &amp; left or right at Bealey Ave OR??</p> <p>3. Turning left at Berwick St or Westminster to pick up on Forfar, Barbadoes doesn't seem to make sense</p> <p>4.If I lived in say Prestons I'd just go Marshland, R at Briggs &amp; on to Hills up to Bealey &amp; go due south or right from there into Bealey Ave.</p> <p>5. There will be a lot of cars channelled from the northern corridor &amp; I can see problems south of Innes by doing that</p>
15748	A	Mareko		<p>Not yet - patiently waiting for better roading!</p> <p>Female driver constantly driving in area</p>
15745	Paul	Stephenson		<p>Yes - as I have lived in Sherborne St / Cranford Street area for nearly 30 years I stress that it's a residential area. It may be part of the main route north, but is not &amp; should not be made a highway, it's not a motorway - the speed needs to be kept low - 40-50k/m only. Heavy trucks (full of concrete) still rock the road, its recovering from earthquakes, more traffic equals unstable land equals danger</p>
15744	Joe	Raiwalui		
15743	Paul	Phillips		Not interfering
15742	Alister	Rance		Review cycle lanes and shared use areas again livible cities like Melbourne and Brisbane - who have more cyclists, availability of bikes but no cycle lanes
15741	Charles	Poynton		<p>I attended the drop-in session at English Park this morning (10th May) and spoke to a consultant for some time. He emphasised that there were no detailed plans for the changes and that these had yet to be worked up.</p> <p>My own residence is on the periphery of the mapped area, [REDACTED]. I moved here in 2006 and feel that works on area shortly before then overlooked a few problems with through traffic and quite ugly overhead power lines. These could have been dealt with at that time, but were not. I want to do a bit to ensure that similar mistakes are not made with these proposals.</p> <p>My major concern is with Barbadoes St. I drive along this on most weekday mornings, delivering my wife to her office in Addington. There is some congestion between 7:40am and 8:30am, which might be ameliorated by having two southbound lanes. However, that would at the cost of transferring the problem more quickly to Bealey Ave or Barbadoes St south of Bealey Ave.</p> <p>Underground power on Barbadoes St. The present streetscape is hideous and this could be dealt with while other works were in progress.</p> <p>Median strip with trees planted down the middle of Barbadoes St as a traffic calming measure and pedestrian refuge. This might encourage drivers to dawdle along Barbadoes St, rather than treat it as a speedway.</p> <p>Keep the existing parking on either side of Barbadoes. There are many blocks of flats, with vehicles surplus to the provided offroad parking in the street. Recent modifications to Colombo St in Edgeware have greatly inconvenienced residents in the area and repeating this mistake is undesirable.</p> <p>Put cycle traffic on side-streets. In particular, instead of having cyclists riding along Barbadoes, Geraldine St could be made fit for this purpose. This would save a couple of metres of valuable road surface on Barbadoes and would be safer for cyclists. My wife rides home from her office in Addington and uses back streets for the entire route, avoiding Bealey Ave and Barbadoes Sts entirely. I don't quite understand why Christchurch City Council puts all cycle traffic on arterial roads when there are quieter, safer parallel routes. In the case of Geraldine St, some allowance would have to be made for cyclists to cross Bealey Ave safely and they still need to deal with traffic on Warrington St. Northbound cycle traffic which</p>

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				<p>might use Madras St could be routed along Bishop, Lindsay and Winton Sts. Most of these cycle routes would require little more than some paint on the road and a few signs informing cyclists where they are and where the routes go. This would be much cheaper than the dedicated cycle route along Colombo St.</p> <p>The roundabout on Madras-Warrington intersection seems to function well to me. Replacing it with traffic lights would be expensive and I cannot see that it would be cost-effective. There is a problem with the Barbadoes-Warrington intersection, most satisfactorily ameliorated with a set of lights. Much of the traffic to/from Barbadoes here has come down Flockton St, so any design of the signals needs to take that into account. The Flockton-Warrington-Barbadoes intersection is presently surrounded by vacant land, presenting some opportunity for intersection redesign, were there a budget for land resumption.</p> <p>Edward Avenue is a "rat-run" for vehicles avoiding the problems of the Barbadoes-Warrington intersection. During peak periods, there are several vehicles per minute travelling Barbadoes-Edward Ave- Cleveland St. Many drivers do rather more than the 50kph limit while taking this route. Installing traffic calming along Edward Avenue could help reduce the incidence of such driving. Of course, a set of lights at the corner of Barbadoes and Warrington would reduce the incidence of vehicles using the rat-run, but will not reduce their speed. Children, cyclists, pet cats and elderly pedestrians (like me) are put at risk by this behaviour.</p> <p>I am available at my home for further discussion and clarification on these matters.</p>
15728	Marrissa	Norton		<p>Adding the extra lane on Barbadoes St between Warrington St and Bealey won't make any improvement it will only allow more cars to sit side by side and wait while they get bottle necked at the lights especially the Bealey &amp; Barbadoes section. Already we have to rely on the courtesy of other drivers to let us out of our driveway and or streetside parking to move into the follow of traffic. If we are making a right hand turn onto Bealey Avenue we will have to cross over two lanes in a very short space of time in peak hour traffic I think this will be very difficult if not impossible given the amount of cars in this given space and everyone's mind set of being in hurrying. People will get angry if you're in the left lane holding up the flow traffic while trying to gain access to the right lane in order to be able move into the right hand turning lane. As it stands now the single lane that slowly divides off provides everyone easy access to the four different lane directions in they may want to travel. I don't see why or how adding another lane would improve this.</p>
15709	Brian	Mahoney		<p>Courtenay Street has become a race track following the removal of the roundabouts some two years ago. It is noted that no provision has been made to install any speed reduction measures during your proposed upgrading.</p> <p>This street is used by school children &amp; for drop off of school children year round. St Albans school is used by primary grade puples.</p>
15708	Karen	Dodd		<p>(Spellings not the best be with please)</p> <p>Yes. What is concerning me it these traffic management calming methods also exhibits the vital services of the medics be it Ambulance, Police, fire and the Army, God forbib another disastar. It is all very well creating bumps and humps but being in the back of the ambulance the drivers do get furious with the roads. Often the fire cruisers cannot get close enough to the scence because of these new roads. Making roads one way entry I feel is creating a perfect storm for a disaster like a 'London burning'. Only one way in one way out. Remember we have Port hills that can burn, central city that can falter, Waimak can flood. Stop causing a bottleneck for a huge human loss</p>
15707	Deb	Robinson		<p>In my driving experience I prefer the one way system south of Bealey connecting to Bealey and then on to Sherborne. I don't see continuing up to Warrington St/Berwick St then turning on to Cranford as a straight forward option. Bealey Ave is straight and easy. Besides, and my first thought was this - Sherborne is a bit yuk already, I don't care as much if traffic gets heavier there. I'd much rather that than increasing traffic along nicer Madras &amp; Barbadoes. I'd also prefer to keep traffic away from St Albans Park which would be in the middle. Continue the clearway down Sherborne.</p>
15706	Jo	Kearns		<p>Very concerned that Thames St and Francis Ave will become throufares more than what they already are. Could you look at slowing traffic down on Thames St to prevent this. This speed bumps on Francis Ave have no affect at all to speed, cars can comfortably travel down this street at 50K with the speed bumps. Can you look at Chicanes, bends &amp; landscaping to slow things down.</p>

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15705	Dan	Wigley		<p>Hi, I'm disappointed that Dee St between Cranford St and Roosevelt Ave isn't affected.</p> <p>It is currently used by vehicles as a shortcut and cars speed down this street. To not have any traffic management down this street will increase traffic and speed. It will put our children at increased risk.</p> <p>My recommendations would be to make Dee St a cul-de-sac at the Cranford St end.</p>
15704	Brad	Nolan		<p>Yes, traffic through Roslyn Ave &amp; Glenfield Cres is increasing as people use McFaddens, Crozier, Roslyn &amp; Glenfield as a short cut between Cranford and Philpotts/Innes Road &amp; QEII drive.</p> <p>You need to consider these streets in your plans for traffic calming. Have there been any research projects on these streets?</p> <p>I can't make any pop-in talks can someone call me?</p>
15703	Tim	White		<p>I am deeply concerned that no consideration has been made for traffic speed reduction down Thames Street. Other than Rutland St and Forfar. I believe it is a busier throughfare than any other street in Orange on the map. And with an increase in traffic down &amp; up Cranford I can only cringe at the thought of more cars 'nipping' down Thames St. I would like to see at least two if not three mid-block raised platforms to reduce speed on Thames Street.</p>
15702	Joy	Carol		<p>Please can we have right turning lights at the intersection of Innes &amp; Cranford</p>
15700	Susan	David		
15699	Alister	Gardiner		<p>I am concerned about congestion on Berwick St with all traffic in both directions being focused on this 'narrow' road. It would be better to let / encourage south bound traffic flow down Westminster / Francis / Flocton as well.</p> <p>Adding barrier / chicanes / narrowing side streets is unnecessary, costly and dangerous &amp; simply creates more traffic density on the main roads which can't take this traffic anyway. Christchurch traffic flow is being choked by these unsightly / unmaintained obstructions. They cause many accidents and are dangerous for cyclists.</p>
15698	Phillip	Jamieson		<p>Lots of traffic drives very fast down Francis Ave and Thames Street maybe Francis Ave could be made into a no exit street</p>
15696	Callum	Pithie		
15695	Liz	Lowrey		<p>Concerned traffic calming on Roosevelt Av &amp; Malvern will disperse traffic onto Westminster (west) &amp; Gosset. Speeds are often observed to be high on these streets which when combined with curve on Westminster (west) make crossing risky for children. Is some calming on these other streets a possibility?</p> <p>How about a blanket 40/30km/h speed limit in the affected side streets?</p> <p>Will there be a tidal green ware on Cranford St?</p>
15693	Sue & Tony	Hampton		<p>Could please have speed humps for McFaddens Rd between Rutland &amp; Cranford to stop speeding motorist form doing 70kms along this stretch.</p> <p>From Mays Rd to Kenwyn Ave should be no trucks allowed</p>
15692	Lucie	Masselink & Craig Marshall		<p>Increased traffic on Madras St will increase stress to and damage on our property. We are on TC3 land and are still battling EQC. Our house shakes every time a heavy (ER) vehicle passes, and with the proposed changes, our quality of living will decrease even further</p>
15691	C	Edwards		
15651	Paul	Kelly		<p>Install speed cameras to stop speeding, I would suggest this is more effective than the measures you have listed above.</p> <p>Narrowing sections of the road is dangerous for cyclists in my experience unless there is a bypass route for bikes.</p>

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15650	Stephen	Lewis		It would appear that Berwick Street will become a 'bottle neck' between the Cranford Street and Barbadoes Street intersections. would this not be improved by also implementing a Berwick Street clearway on this section in a similar manner to that proposed on the section of Cranford Street.
15648	Christine	Aitken		Can't wait for it to happen!!!  Bring it on!
15647	Moazzem	Hossain		Please make intersections wide to turn into and keep the roads are simple for off road parking facilities. It is good to drain rain water
15645	Matt	Ellis		People need to park their cars. I own a property on Barbados Street that is one of 4 units. Ours is a 3 bedroom home with 2 couples living there. They have 4 cars, half of which park on the street.  Taking away parking on Barbados will have a significant impact on ALL residents in the street
15644	T E	French		
15643	John	Gallagher		Ban emergency sirens on Cranford St mostly police at all hours and no traffic - flashing lights are visible to Africa
15642	Michael	Mills		Great idea please do it!
15641	Geoffrey	Lye		
15640	Nina	Strieker		The current speed control measures in place on Francis Ave do not work! People can drive comfortably over these at 60 km/hr. They need to be raised higher to slow traffic
15639	Warren	Bailey		You allowed high density living but you deny residents a place to their cars. What's the reasoning?  Increasing lanes to fee into a single lane is a waste of time. Better to get single lane all the way and make that flow better. Reduce feeder in Cranford Street. If Madras main route out then reduce flow down Sherborne. My preferences is feed traffic into Sherborne as originally planned and the traffic will flow better. Fewer traffic lights fewer stop smooth travel
15636	Stephen	Bishop		When I submitted on the proposed Northern Corridor I advised that the flow on effect to Cranford St and associated roads needed to be planned. But oh no someone decided to spend millions without planning the entire traffic process through to the city.  Blood typical!  It's just a waste of my time and effort partaking in this Claytons consultation process
15635	Fiona	Stone		All efforts should be made to include trees & landscaping to soften effect of large areas of pavement.  Raised intersections & raised mid-block platforms should not worsen flooding on Flockton St
15634	Margaret	Bennett		Please put traffic calming measures (raised intersections & narrowing intersection of road) along Knowles St & Weston Rd ALL the way up to Nancy Avenue, not just the block from Rutland to Cranford. Otherwise people will use these two streets AT SPEED, to deviate through back streets. They are starting to do it now just with traffic works.
15633	Rachel	Donaldson		Safety for the sheer number of school children that move through St Albans every weekday has been consistently ignored by the Council. St Albans School has over 600 pupils and it was only in 2017, less than a year ago that the council for the very first time finally engaged with the school about road safety. Yet the CCC still refuses to put up a 40km zone in Cranford Street but less than 400m down the road at St Albans Catholic Sch where they have less than 100 pupils - they have one.

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15632	Brendon	Gardner		<p>The following streets are extremely rough to drive and I would like to know where they sit in priority of repair/smoothing.</p> <ol style="list-style-type: none"> <li>1. McFaddens Road (from Cranford St to Rutland)</li> <li>2. Rutland Street (from Innes Rd to Toomes Rd)</li> <li>3. Mays Road (from Kenwyn Ave to Rutland St)</li> <li>4. Kenwyn Ave</li> </ol> <p>McFaddens Road I think is the worst and I would hate to be a resident listening to trailers drive past!!</p>
15631	Melanie	McGowan		<p>Toll Road - this road &amp; changes all for those that live in the Waimak &amp; don't pay CCC rates. Most cars only have 1 person in them. It is going to have huge impact on all the streets around. Innes Road can't cope as it is. More public transport options. All this money spent &amp; disruption plus huge every day impact for what only 2 hours a day Monday - Friday problem.</p> <p>If this happens remove SAM from Francis Ave as we won't be able put noise reducing measures &amp; garages front of properties. And Francis Ave along with many other streets in this area any traffic causes house shaking</p>
15630	Liz	Van Montfeit		<p>No further work on Rutland Street.</p> <p>Please! We do not need any more changes. Rutland Street has already had calming with the cycle way reducing traffic numbers and speed.</p>
15629	Mike	Rose		<p>I do not believe traffic restrictions are necessary on the street parallel to Cranford St. These streets (especially Rutland St) take traffic other places and it would unnecessarily slow that traffic. Restrictions on the street leading onto Cranford St is a good idea and would be enough of a deterrent to those cutting through the back streets.</p> <p>With the road narrowing to install cycle ways each way on Rutland St it is already compromised by traffic turning right that stops all straight through traffic.</p>
15628	Brian G	Mahoney		<p>Courtenay Street has become a race track following the removal of the roundabouts some two years ago.</p> <p>It is noted that no provision has been made to install any speed reduction measures during your proposed upgrading.</p> <p>This street is used by school children &amp; for drop off of school children year round. St Albans school is used by primary grade pupils</p>
15625	Barry	Blank	Diana Isaac Retirement Village	<p>Do not know if this in the orbit of these submissions will right turning arrows from Cranford St to Innes Road and from Innes Road to Cranford St be included. I would strongly support this.</p> <p>At the moment this intersection is a nightmare if you are making a right turn. You usually have to do one against a red light traffic does not stop on yellow light.</p> <p>With the increase of traffic at this intersection it will become a horrific nightmare without right turning arrows!!</p>

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15623	Dawn	Bultitude		<p>Of course .... What stupid photos! Have you ever sat in your vehicle between Edgeware Road and Innes Road heading north at 4.35pm? Standstill will develop into 'maybe, I should sleep for a while ....'</p> <p>How is a resident in Esperance Street meant to shop at Northlands?? How is a resident of Esperance Street meant to shop at Placemakers? or visit the local pub??</p> <p>After paying rates for more than 60 years, access to local establishments is going 'to the traffic from Belfast' - Don't you dare reduce McFaddens Road speed limit to less than 50K .....</p>
15618	Susan	McCabe		
15617	Elizabeth	Cook		<p>There has been so much disruption of traffic routes since the earthquakes - nearly 2 years of hassle in Edgeware Rd, now a proposal to a one way system at the village - again - what for? How about fixing the potholes in Edgeware Rd - smoothing out the humps in footpaths - having a few user friendly pedestrian crossings on Hills Rd. This area is a TOTAL nightmare for those of us who like to walk. I walk all over this city, and on a daily basis I am appalled at the waste of ratepayers \$\$\$ being spent on unnecessary projects - particularly inappropriate planting schemes. Please GET RID OF the 'gap fillers'!!</p>
15616	Scott	Woyak		<p>We are near Cranford St on McFaddens Road. Please consider making the first 100-200 meters of this road as 'no parking' areas. After Cranford St rises the traffic load, local businesses who do not provide staff parking cause our St to become a parking garage. This will only worsen with less parking options on Cranford St. The traffic calming options are great but will be potentially dangerous with both sides of the road (McFaddens) packed full of parked cars</p>
15615	D	Lamond		<p>Looking at other changes in the area. I am concerned the designers have no interest in the people or businesses. As an elderly resident I am concerned at the lack of parking proposed. Also there is no bus passing which could take me to Cranford St so its my car!!</p> <p>Compassion required.</p>
15614	Leon	Blewett		<p>You have ruined Geraldine St. Let's NOT have more dangerous streets</p> <p>The overgrowth of the 'beautifications' on Geraldine St &amp; Edward Ave make life very dangerous. 3 times I've been nearly hit and once my husband. Those flaxes have been pulled out, thankfully. The 'narrowing' makes life impossible. I pull out of the drive and head up to Warrington St only to have to back almost to my driveway because someone has turned into Geraldine St from Warrington and there are cars parked both sides of the road. It's become a real Hell Hole. lets mess up other streets! Driving down Geraldine the cars from Gresford and Canon assume they have right of way and pull out in front of you. What a mess!</p>
15613	None	None	Albert Watson Trustees	
15612	Conor	Leahy		
15607	Ashleigh	Falgar		
15606	Vanessa	Burt		
15596	kim	gow		
15593	Kelsie	Bertacco		
15592	Doug	Hitchon		<p>Two of the most successful traffic management strategies I have experienced are</p> <ol style="list-style-type: none"> <li>1. All Way stop signs. First vehicle to arrive is first to leave. The sign is a normal stop but has a rectangular All Way bar beneath. NZ police think that normal rules apply to Champion st Gresford st intersection but that attitude is silly and does not work. First in, first out works exceptionally well generating considerate drivers, a constant traffic flow and slower traffic in narrow streets (observed in many places in the US).</li> <li>2. Free turns on a red light sounds hazardous but works exceptionally well. In NZ it would be a free left turn only, if the road is clear to the right and from ahead. Signs are not necessary as driver understanding increases and prosecutions do not occur. Much better flow of traffic results and it is not hazardous.</li> </ol>



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15580	Helen	Marginson		<p>The traffic lights down Cranford needs to be synchronised to keep the traffic flowing.</p> <p>You have missed a key thing with this survey and that is that when all the traffic hit Bealey Ave it all has to turn left or right. There is a huge potential for traffic build up there which does not appear to have been addressed.</p>
15579	Rick	Enoka		Spend money somewere else!
15574	Alan	Ward		
15572	Arnold	Memelink		<p>Presently the narrowing sections and the raised platforms in Francis Ave are ineffective in slowing traffic or deterring the use of the street as a short cut. To slow traffic you need a dip in the middle of these raised sections.</p> <p>Since we have lived here, it appears to have been the preferred method of accessing Barbadoes street due to the left hand turn. With the new changes, it is likely that this short cut will be increased in usage. This will especially be the case with restrictions installed on Flockton St. It would appear more logical to create 3 lanes down Sherborne street to continue the flow of traffic into the city. It would be interesting to know the percentage of the northern traffic that separates at the Berwick St intersection.</p>
15570	Tom	Wigley	Anna Wevers	Love the whole plan and slowing of traffic on Westminster is already necessary
15566	Andrew	Kelso		
15560	Patsy	Tither		
15559	Matt	White		<p>Please extend the traffic calming options on Knowles St from Rutland to Papanui Road. Too many cars use this area as a bypass. Otherwise common sense proposal.</p> <p>Thanks for the opportunity to submit feedback</p>
15558	Lyndon	McIntosh		<p>I would liked to see more marked parks in high traffic areas to allow more cars to park. A lot of parking space is wasted in Central ChCh.</p> <p>I don't think getting rid of roundabouts and replacing them with lights will help the traffic flow</p>
15557	Michael	Lough		<p>Yes Edward Avenue suffers from high speed &amp; out of control cars using it as a "quick speed thoroughfare/short cut".</p> <p>One day someone will be killed! Please if you consider a speed reduction.</p> <p>This is a growing area for young families</p>
15556	Gary	Wilson		
15555	Jacob	Stanley		Just confirming speed reduction on Westminster Street all the way from Hills Road to Cranford as it a short cut threw-fair from Marshlands to Innes; Hills to Westminster and people drive down there at night doing 100K
15554	Denise	Wilson		
15553	Lou	Kelleher		Please add a right hand arrow light at the Cranford/Innes Road intersection to assist in easing traffic.
15552	S W	Urquhart		<p>The future must be overhead traffic control, day and night, and yes, speed camera's incorporated in those digital overhead displays.</p> <p>Go the hole hog and be done with it.</p> <p>Bus lanes are great if you ride a bike or moped but they appear to be a wast of roadway.</p> <p>The bus pulls out into the traffic, just the same</p>
15548	Jeff	Root	Casa Construction	<p>CCC needs to consider whether the works are even required to widen the roads and provide 3 lanes of traffic to support a 'projected' increase in traffic that is not supported by any factual information, and consideration should also be given to Property Values in the area by decreasing amenity value.</p> <p>It seems an absolute waste of money, which could clearly be used elsewhere in our city to better effect.</p>

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15541	Wade	Bishop		<p>I believe there needs to be improvements made to Mersey Street, Severn Street and Thames Street between Innes Road and Westminster. These streets already suffer from drivers speeding on these streets as short cuts to miss banks of traffic on Cranford or Innes Road.</p> <p>With the increased volumes of traffic and certain congestion on both Cranford and Innes Roads coming as a result of this "improvement", I believe that speed mitigating measures to discourage traffic down these child-busy, quiet streets. I'd like to see both raised intersections along with speed bumps at the Innes and Westminster ends.</p> <p>Turning arrows should form part of improvements at the Innes/Cranford intersection.</p>
15540	Matt	Johnson		Make it easier to turn right
15536	Jeff	Sim		
15533	Nicholas	Wogan		Stop enabling motor vehicle addiction and make ChCh a 'people' city again.
15531	Vaughan	Kirkland		<p>Just really tired of grand traffic schemes being dumped on St Albans and the residents having to carry the cost. Firstly the Papanui cycleway which removed on- street parking for residents. Now this scheme which looks to further remove this parking and will lead to a massive increase in traffic through our community.</p> <p>The point is often made that on street parking is not a right but the council want to promote higher density living and reduce urban sprawl. This higher density living means less availability of off street parking. These residents need this as an option- if not for themselves then at least for their visitors.</p> <p>What is particularly galling is many of these schemes seem to be largely for the benefit of others to the cost of St Albans as they use our community as nothing more than a transit corridor.</p> <p>A prime justification for this scheme is to improve transit times for those commuting from North of the Waimak. Why are we bending over backwards (and spending a lot of Christchurch rates money) to cater for people who have made the decision to move out of Christchurch (and presumably have on-street parking as an option outside their houses)? Should they realistically then expect to be able to drive into Christchurch in 10-15 minutes?</p> <p>I also have concerns about whether the safety implications of the increased traffic have been fully considered. Particularly since we had two fatal accidents in this area last year.</p>
15528	Lee	Smith		
15527	Charlotte	McGuire		Try not to reduce the parking for residents.

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Submission ID	First name	Last name	Name of organisation (if applicable)	Do you have any other feedback you would like us to consider?
15526	Andrew	Drake	n/a	<p>1. We strongly support traffic calming measures on McFaddens Road (East Side). We have concerns as residents that traffic flow will increase, and thus increase the danger for pedestrians (particularly as my wife and kids walk to school most days).</p> <p>2. We are very concerned about the safety and accessibility of the pedestrian crossing on Cranford Street that is parallel to McFaddens Road. We understood from earlier information provided that there would be signals for crossing here - both for bikes and pedestrians, but based on the flyover video, it appears that there will not be any lights for the crossing.</p> <p>The crossing is currently used by a high number of pedestrians and cyclists during peak hours including</p> <ul style="list-style-type: none"> <li>- bus users (including school children who cross the road before/after going on the bus)</li> <li>- school children en-route to school (who cross by themselves on foot or with bikes)</li> <li>- parents with pre-schoolers and prams</li> <li>- wheelchair users</li> </ul> <p>We also regularly use the pedestrian crossing - mostly during non-peak times, and every Thursday evening we cross during peak traffic time to access a local community children's program.</p> <p>While we strongly support 4-laning of Cranford St, we feel that there should be appropriate safety measures put in place to ensure that the crossing of Cranford Street by pedestrians and cyclists is safe and accessible at the McFaddens Road crossing.</p> <p>The alternative would be to walk / cycle all the way to Innes Road to safely cross - which will obviously not be a consideration for most pedestrians (school children included) given the distance.</p>
15524	Peter	Thompson		<p>Option 1</p> <p>I find it hard to understand why you propose a 3 metre shared path on both sides of Cranford St plus a 1.7 metre "buffer" zone when at 3.2 metres per lane for traffic is very tight if you get two commercial vehicles side by side and practically touching door handles.</p> <p>Option 2</p> <p>Slowing traffic with raised intersections has most merit because of the inherent risks of intersections with the added benefit of protecting pedestrians and reducing driver frustration from slowing and speeding up again. Would also be more fuel efficient and is more logical than the other options.</p>

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15523	Matt	Lucas		<p>My main concern with any work in trying to direct traffic from Cranford St to Barbadoes St is that the obvious path to avoid the most lights and delays would be to turn left on to Westminster, then right on to Francis Ave, then left on to Warrington to the Barbadoes intersection. Only one set of lights and no slow intersections.</p> <p>This is not an acceptable outcome for the Francis Ave residents (which I am). Francis Ave is supposedly already a slow zone with speed humps in place, however it is used regularly as a shortcut to Barbadoes street now and the speed humps don't slow anyone down. If any of this work was to go ahead then the chicane, bends and landscaping option would need to be implemented to take Francis Ave away as an option.</p> <p>The Cranford to Berwick to Warrington to Barbadoes path needs to be made the primary route and the lights and roading of that route needs to be upgraded to reinforce this. This would work for the heading South traffic and then the up Madras to Berwick to Cranford option for the heading North traffic. Cranford South of Berwick street would then be seen as a secondary route through to Bealey Ave (refer to attachment).</p> <p>I also have concerns regarding the access to St Albans Primary from the Eastern side of Cranford St and more specifically the crossings at Cranford Street and across the end of Forfar Street. There are a lot of children using Westminster every day for their school route and this needs to be made as safe as possible for them.</p>
15522	Phil	Sugden		Speed reduction measures on Innes Road between Rutland St to QEII Drive. As Innes Road has three schools & two parks in this region & is likely to see increased traffic with proposed changes
15521	P & C	Partington		
15520	Phil	Vaughan		Left and right hand lanes for turning vehicles so they don't clog up straight through lanes
15519	Neil	Sheerin		<p>Shared off road pedestrian / cycle paths are bad urban design. The conflict between pedestrians and cyclists is as bad as between cyclists and motorists. In both cases the cyclist will always be worst off. Need to provide physical separation between pedestrians, cyclists and motorists.</p> <p>More right turn arrows to avoid/reduce potential for turning traffic to block intersections, run lights, and exacerbate congestion</p>
15518	Kerry	Jenkins		<p>Traffic calming measures on Rutland St are working but similar measures are required on McFaddens Rd (West). It is hard for my kids to cross Cranford St on way home from school as when Cranford St traffic stops, traffic turning left out of McFaddens starts.</p> <p>Onces the Northern Corridor is complete what measures will be in place for pedestrians / cycleists to cross Cranford St at McFaddens Rd?</p> <p>Or will we have to make a 2x 700m trek to Innes Rd to get to a controlled intersection?</p>
15517	Abigail	Lowther		Browns Rd is a dangerous road due to fast drivers who use it as a shortcut! They take no notice of the speed bumps and drive over them at high speed. There is high pedestrian traffic from the Merivale retirement village. Cars park all day for Merivale service & shopping. Parking on both sides prohibits passing easily and increasing heavy vehicles make it a trap for unsuspecting drivers!
15516	J	Jeram		Do you consider what you are doing to small business you are going to kill us all the road works no parking. This road is already busy. Why didn't you do this 5 yrs ago when there no block of shops??? Look what you did to St Asaph St you made it worse. I will never support the council ever agin someone who has live in ChCh all my life. If the council wants to this they should pay all the businesses out because there will be nothing left by the time you finish.
15515	John	Ascroft		Please allow for cycle traffic, cycleways separated from cars are best, but even painted lanes help
15514	Mark	Smith		We have lived at [REDACTED] for 5 years. Westbound traffic on Innes has increased massively. Rush hour traffic jams used to start at Mersey St, now they go past our house all the way up to Mahars. The traffic lights at Innes/Cranford are set so short that only 10-15 cars get out (about 15 secs) whereas North/South traffic (mostly now local) gets a full minute. We cannot vent our house now because of fumes. Also, we get a lot of cut through traffic off Cranford down Ranger St and onto Nancy Ave. Please consider Nancy/Ranger for speed reduction measures.
15513	James A	Lewis		
15510	Nick	Saunders		

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15509	Alika	Ackroyd		You need to stop all turning traffic going from Cranford Street to Innes road via Roosevelt Avenue (turning down Dee, Westminster or Malvern) to skip the lights at Cranford / Innes Road. We do not want commuter short cuts running past the front gates of St Albans Primary School. Your proposed Green speed reduction zones will be ignored. They are not sufficient to restrict usage of residential roads as rat-races. We are very unhappy about this project and have voiced dissatisfaction from the outset. We see no benefit in moving the traffic jam from the Waimak bridge (where no-one lived) to the intersection of Cranford and Innes Road (a residential area full of children). This is madness!
15507	Marissa	O'Leary		
15503	Neil	Edmond		I support raised intersections and mid-block raised platforms for reducing traffic flow but NOT narrowing. Narrowing sections of the road, chicanes and bends are just too annoying.
15501	Ryan	Wood	Christchurch Transport Concepts	These roads are going to be designed for moving large amounts of vehicles quickly. Please consider banning cyclist on these priority streets for their safety and road layout limitations.
15500	Chris	Broughton		Put up 2-3 options. One option is not consultation but co-erosion.
15498	Emma	Lucas		Consider the impact on surrounding streets. There is no issue currently with the streets that you propose to change. There are lots of young school age children around this area that walk/scoot/bike to school. Installing lights will only negatively affect this
15496	Philip	Bayliss		Traffic calming in Thames Street, including no left turn from Thames Street into Innes Road going west, and no right turn from Innes road going east into Thames Street.
15494	Warren	Frost		
15493	B	Miller	2/22 Ranger Street	Traffic currently goes thru McFaddens & on to Ranger St to Nancy Ave onto Innes Rd to miss the lights/congestion at Innes/Cranford. It appears this will still happen.  Is any consideration being given for those of us having to enter Innes Rd from side streets (Nancy Ave)  A lot of time it is also impossible at busy times now - will get worse with more traffic on Innes Rd. Also blocked by parents picking up children from school.  What is happening to buses
15491	Joan	spackman		Unsure if I like the one way street running from Barbadoes to Cranford Street along Warrington Street and the extension of Warrington Street whatever it is called. What way would it run? Also I personally go from Madras to Forfar Street frequently and I don't like the idea of slowing traffic in Forfar Street. Obviously if this was a consideration I would need to change my route with more traffic lights to go to say Lady Dianna Issac or to Oderings in Philpotts Road.
15490	Rob	Beer		Don't narrow roads or intersections
15489	Paul	Daigneault		Do not spoil our wide roads by using traffic calming - no narrowing on raised or chichane - this is expensive and a waste of money & frustrating.  Traffic will naturally migrate to the roads with better flow without wasting money on stupid traffic calming that require on-going maintenance
15488	Gina	Beer		PLEASE - do not narrow roads, I find these downright dangerous and am constantly worried about ruining my cars wheels as you are making roads TOO NARROW in CBD not to mention dangerous when turning at intersections as one risks hitting a car head on when turning.  Also trying to park in narrow roads with jutting out plantings is pretty much impossible as you have to hold up all traffic as roads are too narrow!  NO MORE PLEASE - LETS BE SENSIBLE
15487	J	Heatley		What do you mean 'calming'?  Road narrowing for plantings, raised platforms very non calming especially plantings & narrowings for cycle lanes etc. as in Colombo St between Bealey Ave & Edgware Rd. (Cycle lanes here not used - road now too narrow for large vehicles/buses etc.)

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15486	Nick	Johnston		On the northern section of Forfar St, please don't get too carried away with traffic calming measures. The Pre School and Care Home both require a lot of off street parking at various times of the day. This would need to remain.
15485	Tracey	Wynands		Why is there no northbound on ramp anywhere from redwood and from Marshlands Rd. We are the poor relatives of Auckland which has on ramps everywhere on its motorways. You are just repeating the stupidity of the Southern motorway which has no on ramps from Halswell. To ease traffic entering the city from the south and north there should be multiple entry points to the motorway. I look forward to hearing your feedback with regards to this. Tracey
15484	A G & A	Winnicott		
15483	Simon	Cornelius		This is the most convoluted traffic plan I have seen in years. This will push more traffic into the side streets due to the inevitable overloading of Cranford St. Innes Rd is already crammed with traffic and there is nothing in the plan to address this. There should be lights at McFaddens Road as a lot of traffic goes across Cranford St to Schools and Parks. Good luck to children trying to cross Cranford St. I have had several near misses myself
15482	David	Ward		
15481	Katie	Graves		
15478	Richard	Dove		
15473	Euan	Gutteridge		Innes / Cranford - urgently need right turn filter for Innes Westbound to Cranford Northbound. Phasing of lights at Rutland St NEVER provides a gap and at peak periods there are times when only one car can turn at a time. This must also be addressed as part of the CNC project. A lot of people in Mairehau go this way to Northlands Mall as it is the shortest route.
15472	M.	Cassidy		<p>What happens to Francis Ave? it is already used as a cut through, there are cars parked on both sides which makes the street narrow but cars are still speeding through. This is a quiet residential street with many families and small children. We don't want anymore traffic through our heritage street. Along Innes, down Hills and into Shirley would be preferable. These are wider and heavier traffic streets already. Make Flockton, Francis (turning restrictions?), Forfar, Mayfield and Mersey undesirable for cut through traffic.</p> <p>The increased traffic and cut through commuters, plus the increased difficulty in turning out of Francis, Flockton, Forfar, Mersey etc., will also have a negative impact on the property values. Traffic needs to be directed along Cranford and Sherbourne down to Bealey. It is unacceptable that quiet residential and heritage listed (ie Francis is SAM 13) streets become burdened with more traffic. And please consider the many primary school children who walk along these street every day. The earthquakes put "a lable" on these streets, we don't need another negative one.</p> <p>please see below images as an idea for the affected residential streets plus add 30km/h max. speed. Franics Ave could really benefit from them, as the already implemented calming measures (raised platforms and narrowing at entry/exit points) don't work as desired. Example is from Switzerland and it works just fine. People there do not speed or use these streets if they are made aware that it is a family orientated street with children likely out and about.</p>
15471	Sarah	Wraight		
15467	Mike	Hickford		
15466	Liam	Bartholomeusz		
15465	Antonia	Abraas		Roads are bumpy enough without raised intersections, platforms, chicanes, bends and landscaping - why not reduce speed limits as deterrents?
15464	Jane	Meyer	1959	Yes STOP and listen to the people and business owners they live there and know what are issues and what isn't stop creating issues ie cycle lanes that take up more room than cars and disrupt and make it dangerous for people on foot and cars and getting home at night in the dark when you park miles away those are real issues, take away the right to park and access shops and business we just head now to accessable areas poor business won't survive your next round of creativity with our roading.
15463	Erin	McGill		<p>What about Barbadoes and Warrington St?? Again, shopping areas and kids going to the park.</p> <p>It is dangerous now - what is going to be done to improve it??</p>

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15462	Arnie	Scandrett		This is going to be the main entry in the CHC from the north. Make it nice don't cut corners. It was a mistake not to buy land in Cranford St for the motorway project - this area will be very narrow and will not work well. Don't make the same mistakes along the rest of this route. Do the best thing for the long term even if this is more costly up front.
15461	Gary	Rees		Leave the roads as they are. Invest in cheap public transport. Autonomous electric cars as a service will take over during the next ten years and the roads we have now will be able to handle the consequent traffic flow.
15460	Jane	Forsyth		
15458	Dahl	Robertson		
15457	Becky	Wilson		
15454	David	Robinson		<p>The original NROSS Study included the Hills Road extension to QEII Drive for good reason - that is to allow the greater dispersion of traffic.</p> <p>The study also recommended the Grants Road extension from Cranford St to Papanui Rd to further allow the dispersion of traffic. This was rejected by Council at the time.</p> <p>To adequately and safety cater for all transport modes either these additional links are required or Cranford St is properly widened.</p> <p>It is simply not possible to fit a safe multimodal solution into the current Cranford St road reserve consisting of pedestrian (flush) median, footpaths, landscaping, protected cycle lanes, bus stops and enough traffic lanes.</p> <p>The proposed solution is a "traffic" solution only and should not proceed.</p>
15451	Jayden	Elley		Pedestrians crossing on Cranford north of Innes. Keeping the 28 and 44 bus routes as they are.
15449	Carlene	Halpin	Resident	
15445	Simon Gulliver	Gulliver		Cranford Street / Sherbourne Street from Innes Road all the way to Bealey Avenue should be a four lane road to increase traffic flow to the city.
15443	Glen	Thompson	Papanui Primary School	
15442	Ken	Booth		
15441	L M	Pearce		
15440	None	None	Stanbarr Limited	
15439	W J	Bangma		
15438	Chris	Brocker		
15437	Jo	Steel & Maisons de Ville		<p>It is concerning that the New City Plan has enabled higher density residential living along St Albans Street and now proposing changes that would make the street one of the main arterial routs to Merivale Village and Papanui Road.</p> <p>The Cranford Street/Innes Rd intersection needs to be significantly upgraded so traffic going to Merivale &amp; Papanui from the North can do easily with minimal waiting time otherwise smaller streets will become very busy</p>
15434	Simon	Lyford		

## 6. Do you any other feedback you would like us to consider?

Submission ID	First name	Last name	Name of organisation (if applicable)	Do you have any other feedback you would like us to consider?
15433	Dr Jonathon	Chambers	Merivale Medical Practice	<p>Please ensure maximum 'traffic calming' measures are instituted on the side streets adjacent to Cranford street. I support all of the other measures mentioned to improve the flow of traffic into the City but I think there does need to be a deterrent to using the side streets that run off Cranford (McFaddens, Weston, Knowles). Otherwise I can see our current safe, quiet neighbourhood becoming a 'rat run' for traffic trying to avoid the congestion that is likely to occur at the major intersections (particularly the Rutland-Innes intersection and the Cranford-Innes intersection).</p> <p>There are 2 primary schools (Paparoa St and St Albans Catholic school) as well as multiple early childhood education centres (2 on McFaddens and 1 on Rutland) that are within the area of increased traffic flow. There are, therefore, large numbers of young children and families that use these streets to walk, scooter, bike and drive to and from school/pre-school. It would be a significant inconvenience as well and potentially dangerous if they had to contend with a large increase in traffic as a result of the new motorway. The increased potential for accidents involving children and their families must be considered and mitigated.</p>
15432	Craig	Matheson		
15429	Melanie	Scandrett		I think the CCC has be very short sighted. The upgrade of Cranford Street north of Innes Road will be horrible - so narrow and unattractive. Council should have brought land off neighbouring properties so they could do this upgrade correctly. The CCC should at leased put a designation over the land now so appropriate road widening will be possible in the future before developed build next to the road.
15414	Kelly	Root		Before you go doing anything stupid you need to consult with all house and land owners in this area.
15413	Robert	Fleming		Please consider extending the 30 km speed restriction along Westminster Street to end at Rutland Street. Street calming on this stretch would be an advantage also. Traffic speed can be a problem here, particularly when reversing from a driveway and for pedestrians crossing the road. Traffic along Westminster Street crosses the centre line at speed to negotiate the curves, creating squeeze points for bikes between moving traffic and parked cars. Because of this, many vehicles, when parking on the curves, see the need to straddle both road and footpath, limiting the space for pedestrians and those on mobility devices to negotiate the footpath. Thank you for opportunity to make this submission - it is most pleasing to read about the cycleway link between the Papanui Parallel Cycleway and the path along the Northern Arterial extension. This will allow easy access for bike riders to get from the CBD through to Belfast. brilliant.
15394	Jan	Maling		
15387	Cherie	McGowan		Consider pedestrian crossing areas for children walking, scootering or cycling home from schools and preschools in the surrounding areas. Parents with prams need a safe crossing area on Cranford St too. Including the areas down further by McFadden St for those preschools located on McFadden St and Cranford St. Currently in that area in particular there are no safe spaces along Cranford St to cross because the crossing island was removed when work was being completed. A replacement island has not yet been installed. I have witnessed young children, pregnant women, parents with prams trying to cross Cranford St. It is unsafe and something needs to be done to ensure the safety of pedestrians in this area.
15375	Kelvin & Sue	Whall		Please act on calming Forfar St.
15358	Scott	Esser		Honestly, this seems like a waste of money to develop an outdated infrastructure. We should use our tax payer money to develop a more future oriented transit system with much more emphasis on cycling, light rails, and buses. All of the above options focus on private automobiles, which in a decade or so will no longer be relevant.
15350	Matt	O'Connell		All good, keep thinking about it - the amount of traffic coming through will be very heavy - a motor to 50 km zones is going to be very tough - try and do two permanent lanes on Cranford all the way to Bealey rather than just to Berwick - yellow lines heading south - not needed heading north as much but in the mornings School and Work traffic combine to make it much busier - good luck!