

## **PROPOSED CHANGES TO CRANFORD STREET AND THE SURROUNDING AREA – FEEDBACK SUMMARY**

**July 2018**

Feedback for the “Proposed changes to Cranford Street and the surrounding area” closed on Monday 4 June 2018. During this period we received 408 submissions, including a petition from residents within the Berwick Street and Warrington Street area. Verbatim feedback has been sent to the Community Board separately to this report.

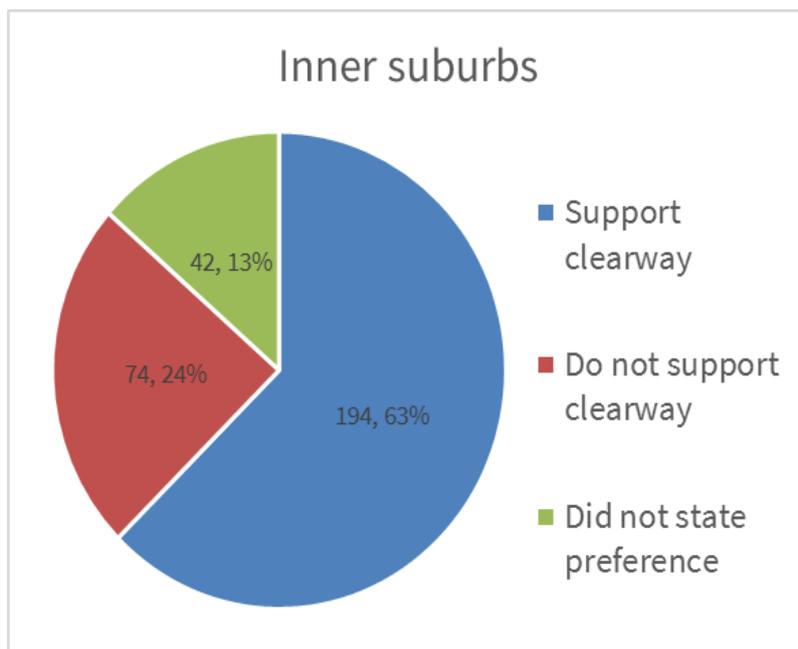
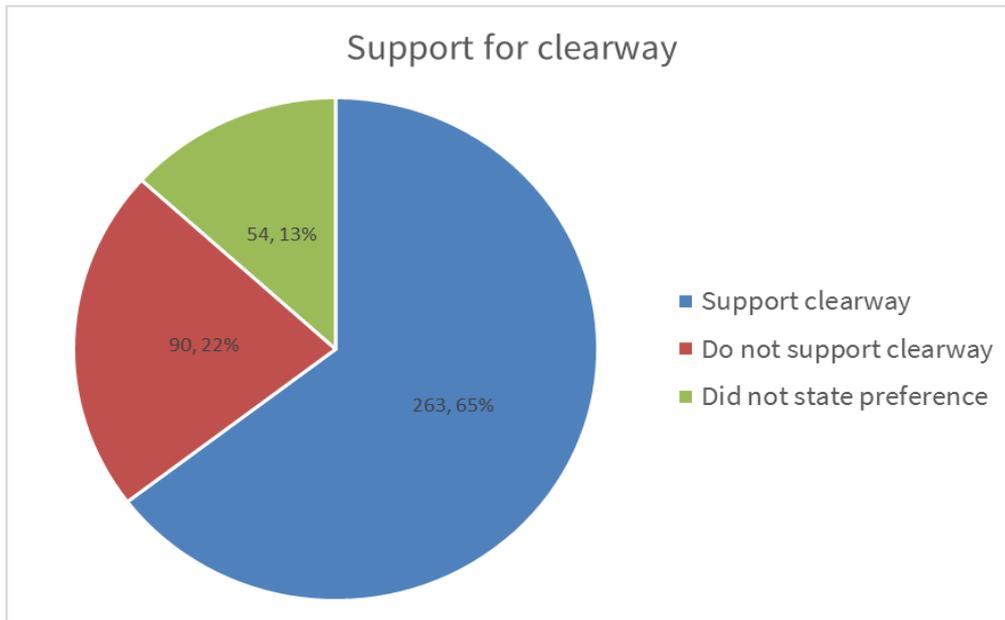
We delivered approximately 12,000 engagement documents to all residents and businesses in the area bounded by Bealey Avenue, Hills Road, QE11 Drive, and Main North Road/Papanui Road.

We held four drop in sessions which were attended by approximately 123 members of the community. We also met with 20 individual stakeholders including schools, businesses and community groups and organisations.



A breakdown of the feedback numbers and key themes/comments to each question are outlined below.

## Do you support a clearway on Cranford Street between Innes Road and Berwick Street?



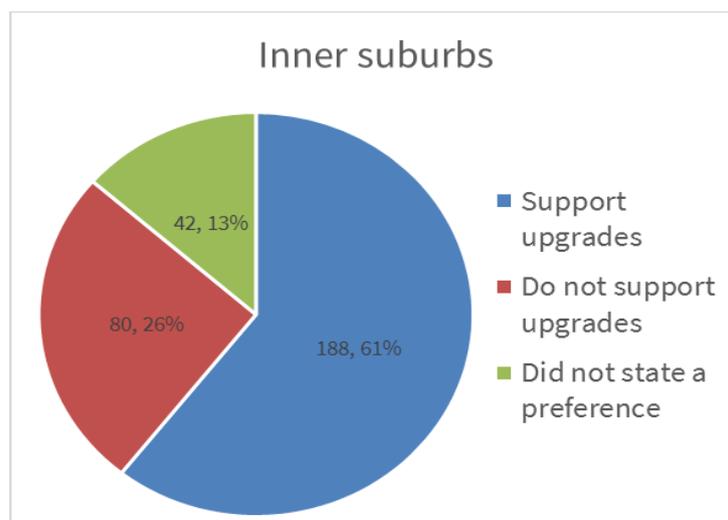
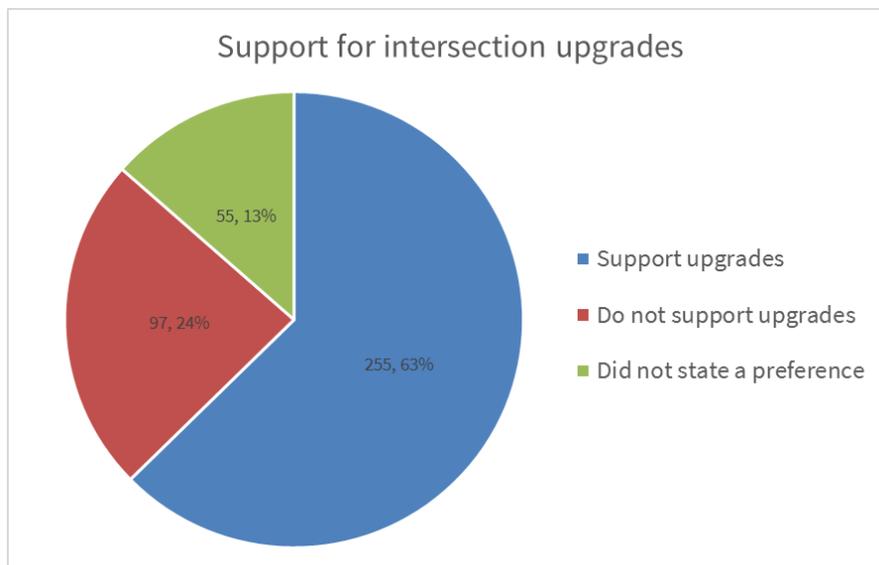
*'Inner Suburbs'* refers to feedback where the address was supplied as being in St Albans, Edgware and Mairehau.

### Main themes:

- Pedestrian safety – especially school children travelling to St Albans School
- A more direct route would be to continue the clearway down Sherborne Street to Bealey Avenue

- Impact on businesses and the loss of parking during the hours of operation for the clearway – however it was noted that the morning hours would be before the majority of businesses were open
- Impact on residents on Cranford Street with loss of parking, safe entry and exit from their properties during the clearway operating times, and the environmental impact with the increase in traffic. Some feedback also talked about the sense of loss of community with Cranford Street carrying such a significant increase in traffic when the new Christchurch Northern Corridor opens
- Safe cycling facilities need to be considered as cyclists will still use Cranford Street to get into and out of the city during peak times

**Do you support intersection upgrades at Forfar/Warrington Streets and Barbadoes/Warrington Streets?**

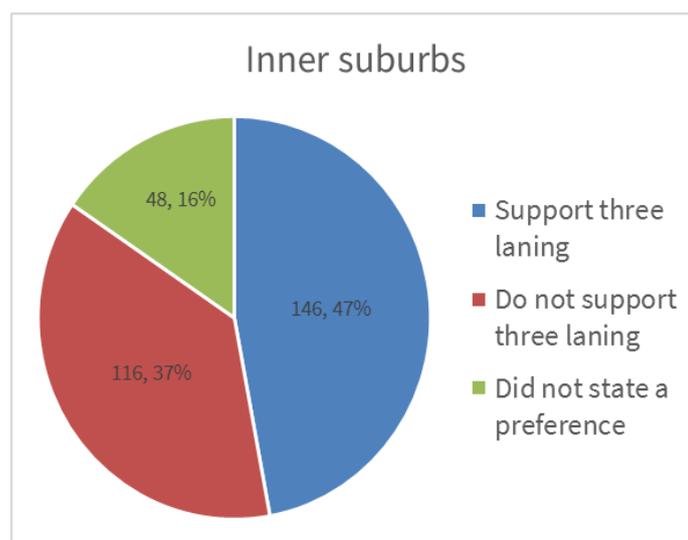
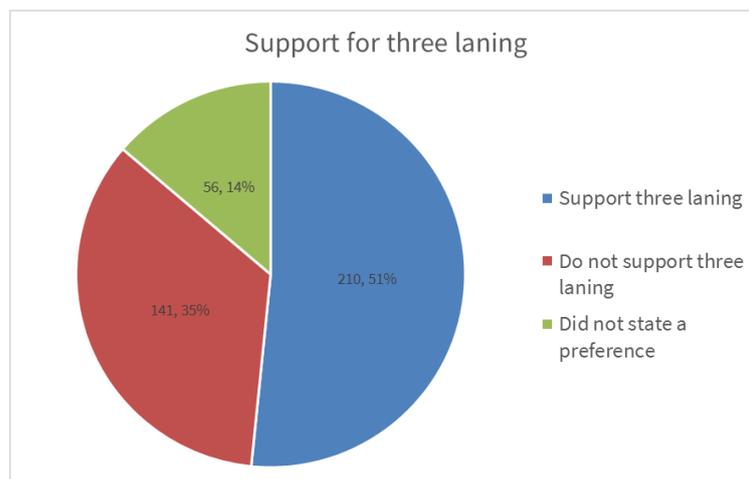


*'Inner Suburbs'* refers to feedback where the address was supplied as being in St Albans, Edgeware and Mairehau.

**Main themes:**

- The roundabout at Forfar Street/Warrington Street operates fine and there is no need for traffic signals at this intersection.
- Traffic lights are needed at the Barbadoes Street/Warrington Street intersection as the current setup is quite dangerous and can get very busy although we need to consider the bus manoeuvres from Barbadoes Street to Flockton Street (and back again).
- A number of residents raised concerns that two new sets of traffic lights could cause serious congestion on Berwick and Warrington Streets, especially during peak periods.
- Concern about the increase in traffic and the impact on this community, with the number of young children, families and elderly – there is a retirement complex and preschool at the top end of Forfar Street.

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



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**Main themes:**

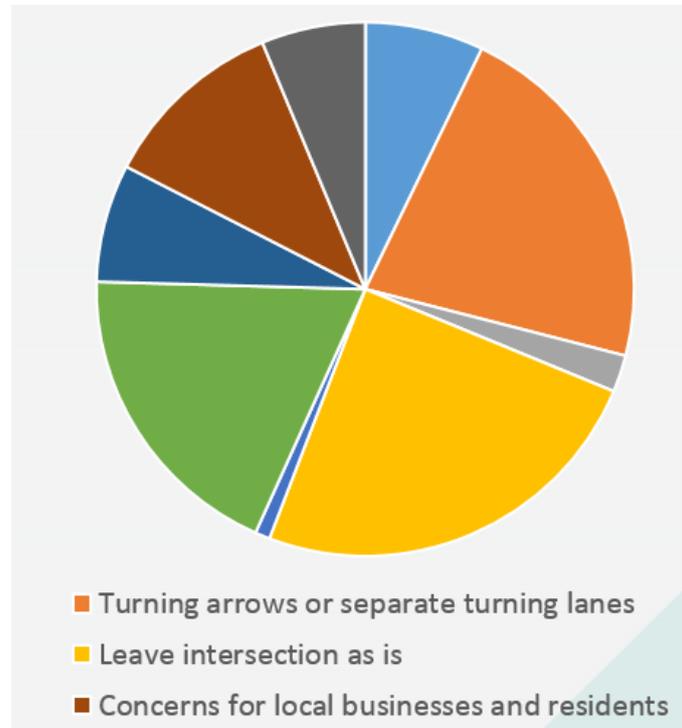
- A large amount of feedback raised concerns about the high density housing on both Barbadoes Street and Madras Street and the need for residents parking.
- Concern about the loss of parking for businesses on Barbadoes Street. Even with a clearway option this would still impact on those businesses that are open before 7am eg, diary, café.
- The impact on the users of St Albans Park. This park is a highly used sports park and is home to both St Albans Bowling Club and St Albans Croquet Club. The playground is also a popular destination for local families and the park for recreational use. Concerns were raised about safe access to the park and the loss of parking.
- A number of residents raised concerns about the increase in traffic on these residential streets, including the increase in heavy vehicles which cause houses to vibrate. This concern also highlighted pedestrian safety and the number of children who walk/scooter to school from this area.
- Feedback suggested a clearway option rather than permanent three laning.
- Could these streets be left as they are and the traffic monitored to see if any changes need to be made

**What traffic options do you prefer?**

Option	Preference
Raised intersection	193
Narrowing sections of road	126
Mid-block raised platforms	120
Chicanes, bends and landscaping	118
Turning restrictions	102

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

### Madras Street/Edgware Road and Barbadoes Street/Edgware Road



Other issues raised in the feedback in relation to these intersections were

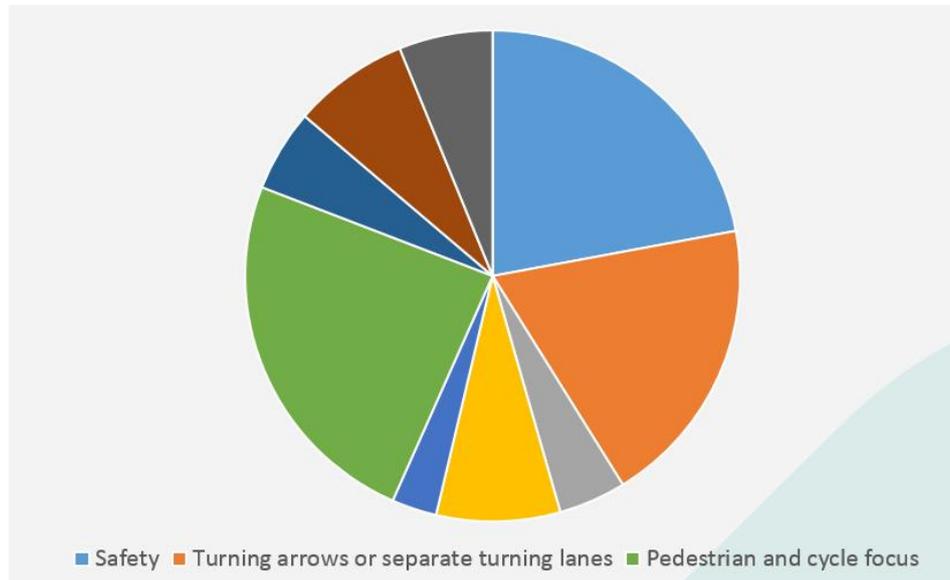
- Concerns for local businesses and residents in relation to parking availability.
- Do not narrow the intersection.
- Safety consideration for pedestrians and vehicle movements.
- Lower the speed.
- Red light cameras need to be installed.

Suggestions:

- Longer north south sequence in peak hours and phase with lights at Bealey Avenue and Warrington Street.
- Allow time for right turning traffic.
- Provide cycle and pedestrian access.
- Correct placement of signal pole.
- Erect sign directing traffic to Edgware Village.
- Keep bus stops where they are.
- Not too much signage.

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

### Cranford Street/Westminster Street and Cranford Street/Berwick Street



Other issues raised in the feedback in relation to these intersections were

- Pedestrian safety, especially in relation to school children from St Albans School was the biggest issue to be addressed – at both intersections but specifically at Cranford Street/Westminster Street.
- Concerns for local businesses and residents in relation to parking availability.
- Leave intersection as it is.
- Widen the intersection, do not narrow it.
- Lower the speed.
- Install red light cameras.
- Suggestions:
  - Right turning arrows from Westminster Street into Cranford Street.
  - Provide separate turning lanes.
  - School zone signs that are visible.
  - Remove parking close to the intersection.
  - Not too much signage.
  - Pedestrian crossings that count down.
  - Double lanes on Westminster Street approaching Cranford Street.
  - Speed reduction for Courtenay Street.
  - No right turn from Cranford Street into Westminster Street – left turn only.
  - Widen Berwick Street to four lanes at this intersection to avoid a bottle neck.

- Close off left turn from Mersey Street into Berwick Street.
- Erect sign directing traffic to Edgeware Village.
- Right turn arrows at Cranford Street and Berwick Street intersection.
- Double left turn lane from Cranford Street into Berwick Street.

### **Any other feedback**

- There was a general feeling that the increase in traffic and any associated works will create a sense of loss of community across the area. With several small shopping areas, St Albans Park, a number of schools, preschools and a mix of young families and elderly residents, it was raised that these changes will create a divide where there are main roads.
- Safety concerns were raised over pedestrian, cycle and vehicle movements through this community. There is high number of school children who walk/scooter to school through some very busy intersections and this needs to be taken into consideration and any changes should be looking at making this area safer. Access to properties on the major routes was also a concern raised by those directly impacted residents.
- Park and ride as an alternative travel option for those commuters coming in from the north was suggested through much of the feedback. This was seen as a positive way to encourage less traffic on the roads.
- Some feedback suggested doing nothing until after the Christchurch Northern Corridor is open and then monitor where the traffic goes, and then make the necessary changes if required.
- Air quality, noise and vibration impacts and increases on residents in this area was also a concern raised and the need for there to be ongoing monitoring once the Christchurch Northern Corridor is open.
- Concerns were also raised about the cost of this project to the ratepayer when it will be mainly used by commuters from “out of town” to get to work.

### **Schools**

Four schools provided feedback (St Albans School, St Albans Catholic School, Mairehau Primary School, Papanui Primary School). The main concern for all schools was the safety of their students travelling to and from school, especially with the future increase in traffic. A number of intersections and crossing points were highlighted as needing consideration or attention.

### **Businesses**

There are a number of businesses, both small commercial areas and individually located businesses. Customer access and parking were the key concerns raised by these submitters (both through written feedback and at individual meetings). Loss of business through possible loss of parking and the risk to the success of these businesses was clearly highlighted through the feedback received. Submissions were received from the Edgeware Business Association, Barbadoes Street/Edgeware Road businesses, several business from the Cranford Street/Westminster Street shopping area, as well as a number of individual businesses.

## **Residential**

Residents living in this area have a wide range of concerns. Safety (especially school children travelling to school) around the community, access to property, loss of parking, loss of “sense of community”, and the environmental impact of the increase in traffic were the main issues raised in the feedback from local residents.

While there were many concerns raised, there was also recognition and support for the need to put in place measures to address the increase in traffic, to mitigate this impact on the community, especially in the morning and evening peak times, once the Christchurch Northern Corridor is open.

Submitters have been given the opportunity to speak to the Community Board about their feedback.

All feedback received has been made available online and submitters advised of the link to view this.

The feedback has been provided to the independent traffic consultant who has been engaged by Council to develop the Downstream Effects Management Plan to help inform this document.