

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

Submission ID	First name	Last name	Name of organisation (if applicable)	Do you support a clearway on Cranford Street between Innes Road and Berwick Street?	Comments
16272	Paul	Van Herpt	Petition co-ordinator (Edgware/Barbadoes shops)		Start with a clearway in both Cranford and Sherborne streets to Bealey Ave as these roads should have capacity to cope. Create an equal prime route in the western part of St Albans to link up Durham/Montreal streets in similar fashion with suggestion
16271	Karen Margrethe	Koed			
16266	St Albans School	Board of Trustees	St Albans School	Yes	Only if it is monitored and managed effectively
16263	Brian	Basham			
16262	J A	Smith		Yes	
16261	Dr Duncan	Webb	MP for Christchurch Central		
16259	Sue	Bealing			I don't like the idea of not being able to turn right out of my street [REDACTED] and having to drive Rutland / Innes to get to the same point. There are already long traffic queues.
16258	Terry	Thorpe		No	
16257	David	Coles		Yes	
16256	Beryl & Brian	Eves		Yes	How will this affect Malvern and Dee Street with vehicles parking here during peak hours
16255	Tracy	Fleming		Yes	The clearway suits the function of the road as a minor arterial - should be continued all the way to Bealey Ave.  Need to consider pedestrian crossing movements particularly for children accessing St Albans School
16254	Vicki & Paul	Wilkinson-Baker			
16253	Abraham	Atherton	St Albans Catholic School Principal		
16252	Martin	Meehan	Kidd's Cakes & Bakery		
16251	John	Corbett	Rojo Properties (2016) Ltd		
16250	Felix & Oliver	None			
16249	Jeremy	Leeming & Jane Rennie			
16248	Les	Dowdle	Mairehau Primary School Board of Trustees		
16247	Emma	Twaddell		No	
16246	Annette	Pont		No	Has consideration been given to the preschool "St Albans School pupils" entry to their schools
16243	Ian	Hamill	Edgware Croquet Club (Inc)		
16242	Georgina	Lee		No	Make it down to Bealey Ave. 4 lanes (2â€² and 2â€² needed)  No on road parking; no buffer zone needed  Cycling & walking on the overlarge footpaths.  No changing around traffic side
16241	Glenice & Keith	Wyatt			

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16240	Aynsley	MacNab		No	Loss of parking will adversely affect residents and businesses
16238	Andrew	Martin		No	There is already too much traffic in the St Albans area. All research shows that increasing traffic capacity causes traffic to expand to meet the capacity. The council should spend the money public transport, e.g., improved busses and cycleways and developing commuter trains in Christchurch. European countries have much better priorities regarding public transport and stopping people's reliance on cars cars.
16237	Jessica	Halliday		Yes	But only reluctantly - as the best of the worst options.
16236	Gemma	Dioni		No	<p>This is dated transport planning based on moving cars rather than people, with negative effects on walking, cycling, and public transport. This is a uni-modal solution with no positive design for active modes, in fact it promotes unsafe design for cycling and for users of the transport system.</p> <p>Why are all the options not on the table and with supporting documentation being provided such as modelling information, cost benefit analysis and safety audits?</p> <p>Where are the options for park and ride with PT or high occupancy vehicle lanes? How does increasing road capacity align with the new GPS policy statement? Surely any additional capacity provided should be Public Transport Focussed?</p> <p>What happens south of Berwick? This is a half attempt at designing for the car in a community but without the whole picture? Surely the plan should show how the southern end of Cranford Street works with Bealey Avenue, and why the clearways don't go this far and traffic instead is being pumped down alternative routes?</p>
16235	Karlene	Rogers	Ellington Residents Association	Yes	<p>Yes - support a clearway on Cranford Street between Innes Road and Berwick Street.</p> <p>Would recommend further high density housing on Cranford Street be limited to reduce residential traffic congestion. Zoning of Cranford Street between Innes Road and Berwick Street should include the ability to put in motels with adequate off street parking. This would allow existing home owners to move over time whilst receiving reasonable prices for their land.</p> <p>Many long term purchasers on Cranford Street purchased with the knowledge that the northern corridor would see the motorway move up through Severn Street. The cancellation of this part of the motorway corridor by a previous council has left homeowners on Cranford Street in a less than ideal position and the council should consider compensation for those homeowners who purchased prior to the original motorway cancellation. Anyone who has purchased on Cranford Street since the northern corridor was cancelled should not be surprised by the recommendations. Reasonable due diligence would have highlighted that the road would see significant traffic increases.</p>

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16234	Connie	Christensen	Go Cycle Christchurch	No	<p>Go Cycle Christchurch can not support this clearway, as it does not provide for safe cycling with a shared footpath and a large amount of driveways posing a great risk of collision to both cyclists and pedestrians.</p> <p>It also does not provide for safe connection across Cranford St with a huge amount of single occupancy cars being tunnelled through a neighbourhood where children, elderly and disabled people are already struggling to cross Cranford St.</p> <p>Please see 'Other feedback' for full comments.</p>
16233	Clarrie	Pearce		No	Not unless it goes all the way to Bealey Ave. If the throttle point is at Berwick then it might just as well stay at Innes Rd.
16232	John	Creighton		Yes	
16230	Douglas	Horrell		Yes	
16229	Adrienne	Canton		No	<p>We have lived in [REDACTED] since 1998. We are not happy with the way that residents in our area have been misled around the impact of the proposed motorway until it is too late to do anything about it. Now we hear that clearly the reduction of the 4 lanes into two is going to have a significant impact on the side streets around the area. We have just spent 7 years fighting with EQC to have extensive damage to our house rectified and have now completed this. Had we known that Jameson Ave was going to be an authorised rat running route away from the Cranford Innes Road, we may very well have decided not to repair our house. I note the changes to Jameson Avenue is not on your list for feedback. We cannot soon turn right onto QE2 Drive, We soon cannot turn right from either Weston, Knowles or Philpotts road. Our only choice to travel north or west will be to cross Innes or travel to the corner of Innes / Cranford. We feel that considering we are at ground zero for the reduction of Cranford from four lanes to two, we were entitled to be giving feedback about ALL the implications that clearly must have been known at the time this was still a plan. To be seeking feedback when the road is being built and you have no choice but to sort out the chaos at Innes / Cranford is not good enough</p>
16228	Carina	Duke	Blind Foundation	Yes	How will the clearway work with the bus stops in this zone? How will pedestrians interact with cyclists in the shared path to access and wait for buses?
16227	Edy	Eichholtz		No	<p>I have asked my son [REDACTED] to help with my submission as I am 90 years old.</p> <p>A clearway will only further divide this area and make it more difficult to visit my friends and for them to visit me. They live on the west side of Cranford St (Weston St and Mays Rd). The clearway will only make crossing as a senior pedestrian with a mobility walker more dangerous as cars travel even faster, and run more red lights. It will also spoil the the atmosphere in the cafes at Westminter St (The Origin, The Fans), and I will no longer cross the road there if there is more traffic.</p> <p>Faster traffic means more noise, bigger vehicles and more shaking of my house-it's bad enough already.</p> <p>There should be bus and cycle lanes, not more car lanes.</p>

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16226	Anthony	Wilding	Glandovey Idris and Straven Residents Association Inc.		See attached submission.
16225	Margaret	Stewart		No	Where do business customers and residents park? Do you want to put local businesses out of business? Residents will lose their local shops. If council chooses to change zoning to allow multi units on sections the residents and their visitors need somewhere to park
16223	Sue	Bagnall		No	This is a residential area with a large primary school not far away that the school children use everyday. There is already a lot of concern around the intersections at cranford street/ westminster and cranford/berwick corners with cars turning corners late, on red lights and not waiting for the green man. With increased traffic flow in the morning and at night especially with children coming home from sports practices, it is highly likely an accident probably fatal will occur. At peak times currently traffic is backed up, making clearways, three lane roads with increased traffic flow from the north corridor is NOT friendly to those who live around the St Albans area and is very unsafe for pedestrians. People are impatient now and take unnecessary risks, imagine when they have come off high speed motorway and hit this traffic!!! Why are you increasing traffic on an already busy road?
16221	Connie	Christensen		No	No to a clearway to push even more single occupancy cars down Cranford St towards town!  What is needed is safer cycle infrastructure and a dedicated bus lane with free shuttle service from a ParkNBus/ParkNBike area by QEII Dr. This will discourage the overwhelming number of single occupancy cars driving down Cranford St. from outlying areas.  Please see 'Other feedback' for full comments.
16220	Melissa	Macfarlane		Yes	I strongly support the proposed Cranford Street clearway. I am concerned about the safety of children and residents using the schools and parks and believe the clearway on Cranford Street is critical to ensure safety of children during peak hour times along side streets such as Roosevelt, Malvern and Westminster.
16219	Michael	Curwood			
16218	Judy	McArthur	self	Yes	Only so long as there is a proposal to assist cars turn into English park car park and the preschool on Cranford Street as English park carpark is the main carpark for St Albans school. Otherwise traffic will bank up in either direction at peak hours will parents dropping off children. Only so long as there are safety measures in place to ensure that school children are able to safely cross Cranford Street.
16217	Fiona	Hartland		Yes	Yes, but no right turns off Cranford Street onto Malvern or Dee Streets. This is to try and ensure traffic remains on Cranford Street and not onto the side streets which have a lot of young children on them!
16216	Ailsa	Ryan		No	
16215	Melissa / Joanna	Macfarlane / Wells	A number of residents on Malvern St and Roosevelt Ave	Yes	Please see attached
16213	David	Hogarth		No	
16212	Nicholas	Fuller		Yes	This will need regular enforcement if the bus lane clearways is an example of how well this will be adhered to.

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16211	Dirk	De Lu	Spokes Canterbury	No	
16210	Simon	Robinson		Yes	
16209	John	allen		No	The proposal does not follow the NZTA guidelines for visibility at driveways (RTS6)  Complete the original design of the Northern Motorway upgrade designed by the NZTA and use the second roundabout to connect Rutland Street and Jones Road with the original design of Cranford Street being the exit to the City and Rutland Street the entrance.
16208	Joanna	Wells		Yes	I believe the clearway on Cranford Street is critical to ensure the safe flow of traffic on and off the northern corridor. Without it, the side streets in the area will likely have far more traffic than they are able to cope with creating safety issues for the large number of school kids, families, cyclists rugby club, and other users of these streets.
16207	Craig	Taylor		Yes	I believe this is essential.
16205	Jim	Pickles		Yes	
16204	Ron	Cone		No	My "maybe a pie in the sky" offering.  Was a single lane elevated carriageway above the middle of Cranford Street considered as an option? Starting off the Northern Corridor or near to it, to drop down a suitable distance down Sherbourne Street north of Bealey Ave as an option instead of the clearways and all the associated works and costs.  10 hour traffic southbound during the AM hours and 10 hours north bound traffic during the PM hours.  I visualize the supporting piers would only occupy space in the median strip and the concrete carriage way is precasted and with modern equipment placed on the piers from above traveling on the section that was placed and secured beforehand
16202	Anastazja	Ryde		Yes	
16201	Andrew	Strachan		Yes	
16200	Olivia	Strachan		Yes	
16199	Ray	Kennedy		No	
16198	Paul	Dillon		Yes	
16197	Rachel	Dillon		Yes	I generally support this but I am concerned about the additional speed, flow and number of cars and what this means for our children trying to get to St Albans School. I'd like to see red light cameras in action at Innes Rd, Westminster St and Berwick St intersections.
16196	STEPHEN	ANDERSON	FRESH CHOICE EDGEWARE	Yes	I ALSO SUPPORT A CLEARWAY ON SHERBORNE STREET
16195	Craig	Ford		Yes	
16194	Duncan	Webb	MP for Christchurch Central	No	Please see attached document for clarification.

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16193	Jasmine	Poole		Yes	I would support a clearway here and also if extended along Sherborne St all the way to Bealey Ave.
16192	Seb	Kohnke		Yes	
16191	Richard	Bone		No	This does nothing to reduce the existing "choke" points of Sherborne and Warrington St. I have walked this area many times at all times of day and the congestion in these streets will nullify any perceived benefits.
16189	tony	ireland		No	Any improvement in traffic flows will only mean increased motor vehicle usage More vehicles will mean more parking requirements more pollution Not only air from vehicle exhaust But water as fossil fuel residual pollutants runoff car parks and road ways into waterways and aquifers ie( we now have to poison our drinking water with chlorine )
16188	Clay	Baker		Yes	
16187	Maria	McEntyre			My concern lies with the impact on the current 28 bus route which travels along Cranford street and has several stops along the Innes rd - edgeware section of Cranford St. will those bus stops remain and be available during the peak hours? I understood that this Council was pushing for less cars in the city by encouraging bicycle ways, increased bus use and less car park provision in the city. Now we have this push for cars to take over again.
16186	Dr Peter	TILLMAN		Yes	see FEEDBACK BELOW
16185	Sherwin	Ang		No	
16184	Len	Fleete	Environment Canterbury (Public transport)	Yes	<p>Cranford Street Proposals. (Conditional support)</p> <p>Environment Canterbury has been working with partners on the Greater Christchurch Public Transport Joint Committee on a revision of the Canterbury Regional Public Transport Plan. This Plan embraces the philosophy of moving more people in fewer vehicles. If the city is to grow and remain productive then traffic volumes must not grow at the same rate as the population, as this simply means more congestion and longer journey times.</p> <p>The first draft of the revised Plan is due out for consultation later this year.</p> <p>Signalled in the revised Plan will be new network design considerations that include changes to bus routes that service suburbs adjacent to Cranford Street and/or use Cranford Street.</p> <p>The proposed new bus network design will see increased frequency for bus services that serve communities adjacent to Cranford St. The route may see a higher frequency of buses scheduled to travel along Cranford Street.</p> <p>The building of a third lane across the Waimakariri River Bridge, and its designation as a High Occupancy Vehicle lane, may also impact the number of buses travelling along Cranford Street. Cranford Street is the most direct access point to/from this new HOV lane and we would envisage that a number of express services would use Cranford Street to complete or begin their journeys transporting passengers from or to Waimakariri District.</p> <p>Changes in the current roading network will result from the construction of the Christchurch Northern Corridor and ancillary works. Our most frequent service "the Orbiter" will be re-routed along Cranford Street from later this year as a result of these roading network changes. This will see even more buses using Cranford Street</p>

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					<p>than before (particularly between Main North Road and Innes Road).</p> <p>We would ask that the following considerations be taken into account in the redesign of Cranford Street:</p> <ol style="list-style-type: none"> <li>1. Pedestrian access for local residents from adjacent housing to and from bus stops on Cranford St. This will involve careful planning of stop locations and crossing points so that residents are not unduly inconvenienced in crossing to and from bus stops and accessing bus services. This is also a safety concern.</li> <li>2. Buses will be required to stop within the clearway lane. Peak bus passenger demand aligns with peak motor vehicle demand - inbound to the city in the morning and outbound from the city in the afternoon. Buses will need to stop in the clearway lane to allow passengers to board and alight to/from the footpath, at times when demand from cars wishing to use those lanes will be highest. This may cause conflict and potentially affect the ability of the clearways to optimally perform to shift vehicles.</li> <li>3. The volume of buses will increase along Cranford Street. If public transport is to play its part in meeting the travel needs of the greater Christchurch community we will need higher frequencies of services and faster bespoke services to improve the quality of our product on offer.</li> <li>4. Provision for buses turning at the Cranford/Innes corner. This relates to the re-route of the Orbiter service. Cranford/Innes corner will be an unavoidable pinch point that will result from this change. A right turn arrow and some priority to avoid buses being unduly delayed when turning into Cranford Street in particular, is needed. We acknowledge that this may be part of the consideration of the NZTA/CNC partnership but would like our request formally noted as part of your consultation process also. The route change for the Orbiter has been necessitated by roading changes to fit the CNC and it seems only fair and prudent that, as a premier core public transport service, the Orbiter and the large number of passengers using it, are not further inconvenienced by delays.</li> </ol>
16182	Malcolm	Pearce	Edgware Business Association		
16181	Carolyn	Moffat		Yes	As long as parking is available outside any businesses between 9-5pm
16176	Mary	Dudson		No	See overleaf
16175	Aimee	Swindley		Yes	
16174	Kirsty	Humm		Yes	If the clearway (between 6-9 am southbound and 3-6pm northbound) could be extended to Bealey Ave, this would be my preferred option and seems more logical.
16173	McDonald	Sam	Fendalton-Waimairi-Harewood Community Board		
16172	Rose	Leitch		Yes	
16171	Nicola	Covich	Mr	Yes	
16170	Marisa	Spear		No	Detrimental to existing businesses and will divert traffic into surrounding residential streets.
16169	Andrew	Sprouse		No	Surely the ability to park near your property should be taken into consideration

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16168	Hilary	Stace		No	Too hard on residents
16167	Sharon	Rennie		Yes	
16165	Mrs N E	Leys		Yes	
16160	Barry	PYCROFT		Yes	Something has to be done. If this is the early initial thoughts, I have no other.
16158	hamish	mcgowan		Yes	suggest continue down Sherborne to Edgewhere road or Bealey ave
16155	Anna	Wilkes		Yes	I also support the clearway continuing along Cranford St and Sherborne St through to Bealey Avenue. I understand the logic behind traffic filtering out to Madras and Barbadoes streets but the reality is people will take the most direct route, as they have always done, and this is to/from Bealey Avenue where there are 2 lanes in each direction to disperse the traffic volumes. Failure to do this will result in a persistent bottleneck between Berwick St and Bealey Avenue, with associated impacts on the side streets where it will be impossible for traffic to turn into the flow.
16152	Clarke	Washington		Yes	Should the clearway continue down Sherborne Street also? If not, Why not?
16151	Shayden	Whipps		No	
16149	Mark	Meyer		Yes	
16148	Morgan	Hodgson		Yes	Your image of the clearway is insufficient to judge it as an effective means of traffic management, however additional traffic flow at peak hours is great if other infrastructure can manage the increase
16147	Helen	Mitchell		No	
16146	Cameron James	McNeil		Yes	
16140	Sharyn	Foote		Yes	
16139	Aynsley	Macnab		No	This will adversely affect residents and businesses and will not improve rush hour traffic congestion. Bealey Ave and Innes Rd are already clogged at rush hour.
16138	lorna	gilbert		No	PRIMARY AND PRE-SCHOOL ALSO SPORTS GROUND ON STREET. WHAT SORT OF TRAFFIC CONTROLS WILL BE AVAILABLE FOR PICK UP AND DROP OFFS.?
16134	Kathleen and William	Lawrence		No	Has any consideration been given to parents / caregivers picking up dropping off children to St Albans School??
16133	Steph	Hopkinson		Yes	
16132	Liberty	Williams		No	
16130	Anne	Wiseman		Yes	
16129	Grantley	Judge		Yes	
16128	Sarah & Neil	Armstrong			
16127	Margaret	Cossar		Yes	Traffic would flow better onto Berwick & up Cranford
16126	Christine	Marshall		No	Small businesses keep countries going. We need places to park???
16125	Son & Julia	Le		Yes	Resident parking will be affected - potentially annoying for them, but ok with us
16124	Lorraine & Rob	Sheard			Only ticked this box because we are really left with no alternative
16118	Carolyn	Till	Sincock & Till Audiology		



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16117	Rebecca	Elkins		Yes	I strongly support introducing a clearway on Cranford St in order to reduce traffic flow through side streets. As a resident of Malvern St we already have significant traffic in peak travel hours and an increase in this would incur considerable risk to pedestrians in the area, notably children walking/scooting/cycling to the nearby schools.
16115	Kris	Thomas			
16114	Maggy	Tai Rakena		Yes	I am very concerned about the Northern Corridor's impact on our neighbourhoods in St Albans and resent the domination of the road/cars over the interests of people to move about safely via foot, bike and bus. That said the substantial volume of traffic the corridor will carry will need help to get it to its various destinations in the city so some clearways will be required.
16113	Daniel	Rawiri		Yes	
16112	Daniel	Allan		Yes	<p>1. I believe that this would allow better flow of traffic with the increased volume planned for this area. It will also help stop shortcutting vehicles from side streets like Malvern Street.</p> <p>2. I would firmly support traffic reduction on Malvern Street. This is because, it is alongside a busy park (Malvern), many children cross this street, there are already too many people speeding in this area, slow traffic speeds will encourage more use of the park. In general, I strongly support proposed traffic calming for Malvern, Roosevelt, Westminster and Rutland Streets. This is especially so because of the relative high density of children in our neighbourhood and the location of schools and parks within this area.</p> <p>3. Like other residents in our area, I would also like to request that we are given the opportunity to provide input into the street design process before the plans are proposed. This could be through a meeting or workshop.</p>
16110	Richard	Malloch		Yes	This will be an inconvenience for our suburb - but it should be balanced by adding benefits for our Neighbourhood. The cycleway and walkway link from the Papanui parallel cycleway to the new CNC cycleway should be a mandatory inclusion - my support is conditional on their benefit being included day one. We want e-bikes etc to be first class citizens on the new CNC investment too.
16108	Angela	Clarke		Yes	<p>1: I strongly support the proposed Cranford Street clearway and three-lane sections of Madras/Forfar Street and Barbadoes Street. We believe the clearway on Cranford Street is critical to ensure the safety of children during peak hour times along side streets such as Roosevelt, Malvern and Westminster.</p> <p>2: 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>

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16106	Rob	Clarke		Yes	<p>I strongly support the proposed Cranford Street clearway and three-lane sections of Madras/Forfar Street and Barbadoes Street. We believe the clearway on Cranford Street is critical to ensure the safety of children during peak hour times along side streets such as Roosevelt, Malvern and Westminster.</p> <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 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.</p>
16105	Jared	Hopkins		Yes	
16104	Jason	Harvey		Yes	
16103	Toni	Jones		Yes	
16101	Simon	Rogers		Yes	This would seem to be the least invasive manner in which to address the potential increase in traffic volume.
16100	Neave	Ackroyd		Yes	
16099	Simon	Fox		Yes	
16097	Laura	Macmillan		Yes	
16096	RICHARD ADRIAN	HURST		Yes	
16095	katherine	Harbrow			The traffic needs to move further towards the City to disperse the traffic
16094	David	Thompson		Yes	<p>The shared walkway/cycleway needs better safety markings so that crossing pedestrians and cyclists are less likely to run into each other at peak traffic times. Has a cycleway safety audit been done on these plans? If not, there should be.</p> <p>Are we finally getting right-turn light phases at the Cranford/Innes intersection? That is long overdue, and its lack has been causing accidents for some time now.</p>
16092	Thomas	White		Yes	Add a section to U-Turn on to opposite directions similar to the sections on the road near Eastgate mall
16089	Jahan	Pitcorn	2017	No	it needs to be 4 lanes, and no parking all the way through to bealy ave. I dont see the point in why your diverting all the traffic onto the other streets as that does not serve a point to the cars going into the city.
16085	Nick	Ackroyd		Yes	Should be no on street parking anywhere on such a busy road. Increased traffic will make cycling/moped very dangerous
16083	Dave	Wells		Yes	
16082	Conrad	Fitz-Gerald		Yes	Depending on the hours proposed for the clearway.
16081	K	Perry			

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16080	Meredyth	Anderson		Yes	Yes and no  I believe that some provision must be made to include a right hand and left hand entry into the parking area that is used especially by St Albans School at peak hours btwn 8.30 & 9.15 & 2.30 & 3.15
16079	Neil	Cox		Yes	As long as it is policed so that it works
16078	C	De Lambert		Yes	
16073	Georgie	Falloon	Willow Shoes Limited	Yes	This solution can benefit both traffic movement and local business. The Westminster and Cranford shops are mainly small local business with hours mainly outside the clearway hours and we rely on parking being available. Having a clearway means we will have parking available for our customers after 9am which is generally good for daytime business. I have a branch in Auckland on Sandringham Road where this works very well. The development of this local business hub is important to the improvement of Christchurch and we appreciate this has been recognised and our need for parking understood. Retaining our current parking on Westminster street is excellent and enables us to remain viable as a business in this area.
16071	jonathon	dix		Yes	Yes, so long as it's properly policed. Every single day that I travel north up Papanui Road in the afternoon peak, there are cars parked in the clearway. The priority needs to be freeing up traffic flow so these vehicles should be towed away immediately.
16070	Blake	Quartly		Yes	
16069	Greg	Vodik		Yes	
16067	Stephanie	Clarke		Yes	I have concerns around my area, currently exiting McFaddens rd over cranford street to head to northland mall is a nightmare. This will not be possible in future. Are there any plans on maybe a roundabout or other means for us to exit Jameson over innes?
16066	Kirsty	Peel	Canterbury District Health Board	Yes	The CDHB supports the proposed improvements to main roads (including clearways and three-laning) to improve traffic flow at peak times. Increased traffic in this area without improvements to infrastructure will likely increase congestion, resulting in increased air pollution. Air pollution from motor vehicles can impact negatively on respiratory health, and contribute to greenhouse gases and climate change.
16059	Diane	Savage		Yes	
16058	Frank	Hill		Yes	Extend all the way through to Bealey
16057	Brad	Adlam		Yes	
16056	Peter	Davey		Yes	Clearway should extend down Sherborne. There are more problems getting them on to Forfar & Barbadoes
16055	Rosemary	Fraser		Yes	
16053	Beth	Marshall		Yes	
16052	Chris	Ross-Smith		Yes	
16051	Jacinta	Highley		Yes	It would be great to consider some gaps for U-turn ability so that drivers dont need to drive a long way before turning. It will also mean less turning conjection at intersections. Simillarly to that of Northern Main North Road which has lots of U- turn ability

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

Submission ID	First name	Last name	Name of organisation (if applicable)	Do you support a clearway on Cranford Street between Innes Road and Berwick Street?	Comments
16048	Tom	Aiken		No	Clear ways are confusing to all road users. Usually someone parked in them at the wrong time. Need to ditch parking on Cranford St and 2-Lane both directions its entirety to Bealey Ave.
16047	Richard	Nind		Yes	
16046	A.G.	Talbot		Yes	This is essential to reduce bottleneck and short cuts. Must be enforced on a daily basis.
16045	Clinton	Minchington		No	There is no safety plan for residents to leave or access their properties.  There are schools and elderly who will find this impossible to manage and will result in accidents and injuries.
16044	Geoff	Leech		Yes	To avoid a bottleneck the clearway is essential
16043	ken	Murray			
16042	Nieb	de Ruiters		No	No, please no. I have experienced clearways on SH1 in Wellington and they can be dangerous. There is always someone that gets it wrong or doesn't get back to their vehicle in time for the clearway. It is a horrible proposal
16041	David & Barbara	Spence		Yes	Please have regard for the dislocation to businesses during construction
16040	N	Harvey		No	
16039	G	Heath		Yes	
16037	D. J	Hargraves		Yes	
16036	Dave	Evans		No	Absolutely not. Extending the divided road is a terrible decision - as it ends nowhere AND will hurt all businesses. A clearway will kill them
16035	N	Wiseman	Diana Isaac Retirement Village	Yes	
16033	J A	Grant		No	
16032	Geoff & Jan	Washbourne		Yes	
16031	Carole	Church			Unsure  I don't understand how a few blocks will make a difference
16030	Philippa	Wadsworth		Yes	I think this is better than a 4 lane road
16029	Lewis	Perry		Yes	If the traffic flows I won't get stuck in it.
16027	Kevin	White		Yes	
16026	Lynne	Switalla		Yes	
16025	Eric	Banks		Yes	
16018	Julia	Hurren		Yes	I would like the footpaths to be upgraded at the same time to give good pedestrian facilities.  I would like additional crossing options between Cranford street and Westminster street - such as pedestrian protected islands in the road at Malvern and Dee Streets or in between those blocks  I would like a reduced speed limit - say 40km per hour.  This is a residential area I don't want Cranford street here to feel like a continuation of the motorway.

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16016	Glenn	Robinson			
16015	Chris	Simmons		Yes	Only at peak times
16005	Norma	Kloosterman		Yes	Could you instead of a clearway remove parking on one side to accommodate two lanes southbound permanently? I don't think the parking in the clearway option will be used and if used it creates a safety issue for cyclists and car drivers. Leave northbound one lane.
16004	Ben	Frost		Yes	I am in two minds about this - with the new Northern Motorway coming in to Innes Road there needs to be something to ease the extra traffic, but I am concerned that if not done properly it will create too strong a divide along Cranford Street. I live on [REDACTED] - which is to the East of Cranford - but I live in St Albans which is predominantly on the west. I would like consideration given to maintaining strong links - particularly for the school children on the east of Cranford that will have to cross it to get to St Albans School.
16002	John	Denney		Yes	This is a sensible solution to provide additional peak hour capacity for the additional traffic from the Northern Arterial
16001	Louisa	Taylor		Yes	but...you need to consider English park school drop offs. so no clearway at 3pm
16000	Adrian	Taylor		Yes	Times need to be considered closely with the St Albans school and safety for crossing.
15999	Brian	Ramlose		Yes	
15998	Sarah	Helleur		No	Under the clearway proposal there has been not provision made for bus stops. The buses would be stopping in one of the clearways thus holding up traffic in this lane. As the clearway is proposed to operate during the busy work commute times, the buses will be stopping frequently. The proposal is more akin to the bus lanes that operate on Papanui Road with 1 lane for cars and a bus lane. As the clear way is supposed to get a larger volume of traffic out of the city, having effectively only 1 lane of traffic (as cars will not be prepared to wait behind a bus while passengers get on and off the bus) the side residential streets (Mersey, Severn, Thames) will be used a short cuts to get to Innes road and then onto the motorway. They are already used for this purpose now and with a proposed 30% increase in traffic volume this will significantly affect the residents of those streets, especially as no traffic calming measures are proposed for these streets. If the clearways are to operate effectively, there MUST be provision for the buses to pull off the clearway to off load passengers and not affect the flow of traffic. Or traffic calming measures MUST also be installed in the residential streets to stop traffic using them as short cuts.
15996	James	Ryan	Mr		
15994	Margaret	Meehan		No	There is not enough information to support or not support. I am not convinced that creating a clearway will encourage people to use this section of road. At present, between about 6pm to 8pm, more traffic travels up Madras/Forfar Street, all the way to Westminster St, than on the same stretch of Cranford St, as this route avoids a set of traffic lights (until 6pm there is slightly less traffic on Madras than Cranford; from 6pm Cranford reduces significantly, but Madras doesn't). An additional set of traffic lights at the Forfar/Warrington intersection will not halt this (there will still be fewer lights), unless there is a free left turn from Madras, or a misalignment of the intersection to discourage proceeding into Forfar Street.
15992	Nigel	Ellis			
15991	Amy	Spurgeon		No	

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15986	Anouk	Minnaar		Yes	Communicate clearly how this works on weekends and public holidays. Please communicate clearly where cyclists will ride safely.
15985	Roger	Hudson		Yes	
15984	John	Lawson		Yes	Would this not cause a bottleneck on Berwick St? With people heading to Forfar or from Barbadoes
15982	Robin	Parr		No	Cranford St residents will be forced to park on side streets  Increased commuter traffic & lanes will cut St Albans in half  Proposed idea doesn't fit in existing corridor
15981	Ben	Brady			
15980	Anne & Kent	Shivas			
15972	Scott	Willson		Yes	
15967	Vanessa	Winter	1969	Yes	Absolutely. There is just going to be a huge bottle neck on Cranford with the proposed changes.
15942	Brett Colin	Riches			
15941	Brett & Amanda	Haldane		Yes	It makes sense to keep traffic flowing through this section of Cranford St
15940	Chris	Chaplin		Yes	
15939	Mary	Harding			
15938	Allan	Grant		Yes	
15937	Barbara	Ingendae		Yes	However, it appears that a lot of people don't know how to use them - this would need more education
15926	Jay	Jolly		Yes	
15921	C M	Grainger		Yes	Keep the traffic flow not slowing
15920	Mary	Botting		No	
15918	Tracey	Gunther		No	I'm unsure of your description of a 'clearway'. If you mean a 'cycleway' - NO. The road is too busy & congested to support this
15916	Margaret	Hagger			
15911	SR Leonie	O'Neill			Not sure. I use footpaths
15910	Andrew Craig	McEwan		No	It would speed travel over this section but transfer the bottleneck to the Berwick St intersection
15901	John	Atkinson		No	
15900	Penny	Gilchrist		Yes	
15893	Steve	Burns			
15886	Gearoid	Coholan			
15868	Maike	von Minding		No	More pollution! More traffic!
15867	John	Osborne			
15866	Peter	Whitcombe		Yes	
15865	Natalie	Burrows		Yes	

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15864	Patricia	Lindsay		Yes	
15863	Liz	Burrows		Yes	Yes if managed correctly
15862	Anthony	Seeber		Yes	
15861	Tracey	MacArthur		Yes	During peak traffic flow only
15860	Yolanda	Soryl		Yes	It would not be good having traffic come into the residential side streets
15856	Samantha	Lovie		Yes	
15855	Penny	Paltridge		Yes	
15843	Jenny	Walker		Yes	Presume the clearway will only operate Monday to Friday?
15822	Fay	Utteridge		No	
15821	Robyn	Carrington		No	This would affect businesses especially the coffee & tea cafes in a.m, p.m.
15820	Margaret	Kneebone		Yes	There seems no other solution for all that traffic
15819	Hazel	Hyndman		Yes	
15818	Frances	Adank		Yes	So long as you are taking cyclists into account
15816	Campbell	Brinsdon		Yes	But it should also be a double lane in both directions. Change land designation from residential to commercial to increase the value of properties.
15810	Findley	Wat		Yes	
15807	John	Skipper		Yes	Far and away the cheapest option. Effective.
15806	Martin	Pinkham		Yes	It is imperative that Cranford Street be widened to a minimum of 30m to allow for 4 lanes of cars, 2 busways and 2 shared paths, providing a proper functioning link to Madras Street and Barbadoes Street. No parking should be permitted on Cranford Street.
15803	Anna	Porritt		No	
15800	Sandy	Luxford		No	
15796	Kirsty	Mortell		No	<p>I do NOT support the Cranford St Clearway proposal on the following grounds:</p> <ul style="list-style-type: none"> <li>- how will you 'force' southbound traffic on Cranford St to turn left into Berwick Streets?</li> <li>- what are you going to do about the potential increase in traffic either side of Saint Albans Park. My family has used this park since we moved to the area and although we cannot use it at present, having three lanes of traffic each side (East and West) of the park will increase the danger when trying to cross both Madras and/or Barbadoes?</li> <li>- what/where will the users of Edgeware Bowling Club park?</li> <li>- What do you propose to do regarding noise reduction on Madras Street? More traffic, more noise?</li> <li>- What do you propose to do regarding light pollution as I presume if you 'upgrade' Madras Street to 3 lanes, you</li> </ul>

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Submission ID	First name	Last name	Name of organisation (if applicable)	Do you support a clearway on Cranford Street between Innes Road and Berwick Street?	Comments
					<p>will have to provide new lighting?</p> <p>- When is the proposal for these works to start (and be completed)? Are they to fall in line with the potential opening of the CNC or will they be scheduled for a later time.</p> <p>- what are you going to do about the increased traffic/danger on Cranford Street? Presently I have one child attending Saint Albans School, it will be two children within the next three months. Both children and my wife have to cross Cranford Street - are you going to construct safe traffic crossing islands?</p> <p>- The CNC project has been in place for some time. Why are we only seeing this clearway proposals now? It does seem as though there is a rush to pass these plans through?</p> <p>- Will I be able to turn right into Winton Street (from Cranford Street heading north) or is there any plans at all to improve/amend Cranford Street (from Bealey Avenue, north to Berwick Street)?</p> <p>- Finally, this scheme will increase traffic on Winton Street (especially north-heading traffic from Madras Street). Your publication shows exactly NO roading improvements to Winton Street. Surely, your traffic planning has some form of contingency planning for increased traffic on Winton Street?</p>
15792	Gerry	Jackson		Yes	See below
15791	Xing	Lu		No	
15787	Andrew	Huntley		Yes	
15783	Howard	Murray		Yes	
15776	Rob	Haughey		Yes	Yes but I think that extending this to a permanent dual passageway through to Forfar St would be a better option.
15774	Tim	Chaw		Yes	
15773	David	Tipple	Gun City Ltd		
15772	Lex	Calder		No	<p>The arterial should be joined to Madras and Barbadoes Streets which filter into the city and reach down to the Brougham Street east-west spine. Cranford Street runs to a major traffic jam at Bealey Ave without getting anywhere. So leave these properties alone and redirect the road to a more sensible location.</p> <p>Or if this is a staging toward that goal, at least designate the proposed future connection. Its not that far and much of it is still rural.</p>
15766	Sean	Mortell		No	<p>As you only supply a Yes/No answer and no other option (e.g. Yes, in principle) I do NOT support the Cranford St Clearway proposal on hte following grounds:</p> <p>- how will you 'force' southbound traffic on Cranford St to turn left into Berwick Streets. I can only think that by the time road users have travelled the CNC, then Cranford Street, by the time they reach your proposed junction/turn off at Berwick, they will want ot head directly into the CBD - Bealey Avenue only being a further 1.4km down the road. Surely, by forcing traffic down Berick/Warrington and onto Barbadoes, this will take</p>



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					<p>commuters around the CBD and not to its centre?</p> <p>- what are you going to do about the potential increase in traffic either side of Saint Albans Park. My family has used this park since we moved to the area and although we cannot use it at present, having three lanes of traffic each side (East and West) of the park will increase the danger when trying to cross both Madras and/or Barbadoes?</p> <p>- what/where will the users of Edgeware Bowling Club park? Presumably on Oxley Avenue and Winton Street [REDACTED]. This will directly increase traffic on Winton Street.</p> <p>- What do you propose to do regarding noise reduction on Madras Street? More traffic, more noise?</p> <p>- What do you propose to do regarding light pollution as I presume if you 'upgrade' Madras Street to 3 lanes, you will have to provide new lighting? This will affect my property (along with the noise increase as mentioned in the point above)?</p> <p>- When is the proposal for these works to start (and be completed)? Are they to fall in line with the potential opening of the CNC or will they be scheduled for a later time.</p> <p>- what are you going to do about the increased traffic/danger on Cranford Street? Presently I have one child attending Saint Albans School, it will be two children within the next three months. Both children and my wife have to cross Cranford Street - are you going to construct safe traffic crossing islands?</p> <p>- The CNC project has been in place for some time (construction at least 18 months and planning for 10 years?) Why are we only seeing this clearway proposals now? It does seem as though there is a rush to pass these plans through??</p> <p>- Will I be able to turn right into Winton Street (from Cranford Street heading north) or is there any plans at all to improve/amend Cranford Street (from Bealey Avenue, north to Berwick Street)?</p> <p>- Finally, this scheme will increase traffic on Winton Street (especially north-heading traffic from Madras Street). Your publication shows exactly NO roading improvements to Winton Street. Surely, your traffic planning has some form of contingency planning for increased traffic on Winton Street?</p>
15763	Sjarron	Smit		Yes	
15762	Marcino	None		No	Impact on the business in the area
15759	Emma	McCracken		Yes	
15758	luke	mckay		Yes	
15757	Mr Simon	Lindsay		Yes	Sensible and obvious solution
15756	Veronica	Clark		Yes	

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15754	Miriam	Pascoe			I do NOT support reduction of car parks, outside residences and small businesses
15753	James	Seales		Yes	
15752	Sarena	McNaught		No	I am afraid this will decrease the value of my property. I am a young first home buyer & cannot afford to loose financially. I am also worried for children safety
15751	Julia	Harbidge		No	This will affect the houses and surrounding businesses in a negative way
15750	Brenda	Greene		Yes	
15749	Juilie	Duthie			Unsure. Worried about the amount of traffic to be channelled from Marshlands Rd area
15748	A	Mareko		Yes	Yes but not just bike lanes!!
15745	Paul	Stephenson		Yes	
15744	Joe	Raiwalui		Yes	If that's improve the traffic flows 1m all for it
15743	Paul	Phillips		Yes	As long as the business at Cranford/Westminster not affected
15742	Alister	Rance		Yes	Hopefully will reduce congestion at Cranford/Innes
15741	Charles	Poynton			
15728	Marrissa	Norton		Yes	
15709	Brian	Mahoney		No	I do not support due to the resultant effects on domestic & business properties on Cranford Street
15708	Karen	Dodd			
15707	Deb	Robinson		Yes	As long as there is still parking for businesses as proposed during clearway hours
15706	Jo	Kearns		Yes	
15705	Dan	Wigley		Yes	
15704	Brad	Nolan		Yes	
15703	Tim	White		Yes	
15702	Joy	Carol		Yes	
15700	Susan	David		Yes	Allow better traffic flow
15699	Alister	Gardiner		Yes	Cycle lanes should be clearly marked but not separated by with kerbs/obstructions. This practice (adding kerbs) is wasteful of cost and too DANGEROUS to cyclists
15698	Phillip	Jamieson		Yes	
15696	Callum	Pithie		No	
15695	Liz	Lowrey		Yes	This is essential to mitigate the effects on surrounding minor residential streets
15693	Sue & Tony	Hampton		Yes	
15692	Lucie	Masselink & Craig Marshall		Yes	
15691	C	Edwards		No	It will make it difficult for businesses and houses
15651	Paul	Kelly		Yes	

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15650	Stephen	Lewis		Yes	I support but question the effectiveness due to the poor understanding of such systems by most Christchurch drivers: this exemplified by the current failure by most to use the to use 'bus lanes' on Papanui Road outside the restricted hours.
15648	Christine	Aitken		Yes	I lived in Sydney for 7 years - it works there so why not here
15647	Moazzem	Hossain		No	
15645	Matt	Ellis		Yes	
15644	T E	French		No	It would greatly restrict shopping at Westminster St intersection
15643	John	Gallagher		No	Penalising small business
15642	Michael	Mills		Yes	
15641	Geoffrey	Lye		No	
15640	Nina	Strieker		Yes	I think the traffic should be encouraged to use this road but provision will need to be made for all the St Albans school children crossing this road daily
15639	Warren	Bailey		Yes	Traffic north has to go somewhere  Sherborne Cranford is that route - its straight
15636	Stephen	Bishop			
15635	Fiona	Stone		Yes	However we do not support the alternating on street parking proposal. Would suggest abolishing on-street parking altogether. As evidenced by the Hills Rd bus lanes, the public do not adhere to clearways & these are not policed.
15634	Margaret	Bennett		Yes	It would be useful if the clearway were extended to Sherborne, right up to Bealey Avenue, to prevent a bottleneck.
15633	Rachel	Donaldson		Yes	But only because the northern corridor is actually going to happen
15632	Brendon	Gardner		Yes	Agree - need to encourage drivers to take main arterials and avoid shortcuts.  Are we going far enough? i.e. have 4 lanes heading into city from the CNC ...
15631	Melanie	McGowan		Yes	But only as that would decrease cars using residential streets.  No as can't see ChCh drivers using it properly
15630	Liz	Van Montfeit			N/A - this area is not applicable to me
15629	Mike	Rose		Yes	
15628	Brian G	Mahoney		No	I do not support due to the resultant effects on domestic & business properties on Cranford Street
15625	Barry	Blank	Diana Isaac Retirement Village	Yes	

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15623	Dawn	Bultitude		No	The traffic lights work well.  Keep the traffic out of this area
15618	Susan	McCabe		Yes	
15617	Elizabeth	Cook		No	If this results in loss of parking
15616	Scott	Woyak		Yes	
15615	D	Lamond		No	As an elderly citizen how am I expected to continue going to hairdresser & cafe at Westminster corner.
15614	Leon	Blewett		Yes	Have free left hand turning
15613	None	None	Albert Watson Trustees	Yes	
15612	Conor	Leahy		Yes	Think this is a good solution to allow traffic to flow while giving residents on-street parking out of peak hours
15607	Ashleigh	Falgar			
15606	Vanessa	Burt			
15596	kim	gow			
15593	Kelsie	Bertacco		Yes	Needed to support increased traffic flow to motorway
15592	Doug	Hitchon		Yes	
15580	Helen	Marginson		Yes	I think the clearway should be in the middle of the road with no left turn and change direction for peak traffic. This works well in many other countries.
15579	Rick	Enoka			Hi im getting in contact about the proposed 3 lanes and cycle lane for madras why wernt we sent any info on this. Ive heard surrounding streets have had corripnodance two weeks ago.  For a start we dont need it. Traffics buisy for about an hour in the morning and same at night. Weres our street parking going to be. Were will our friends park? What will it do to house prices on this street!!!!  Highly against this bullshit idea.  You need to let everybody know before you make any decisions weve let everyone know now.
15574	Alan	Ward		No	
15572	Arnold	Memelink		Yes	
15570	Tom	Wigley	Anna Wevers	Yes	Great flow for traffic is definitely needed.
15566	Andrew	Kelso		Yes	
15560	Patsy	Tither		Yes	
15559	Matt	White		Yes	
15558	Lyndon	McIntosh		Yes	The traffic on Cranford St and Rutland St at present is very high at peak times
15557	Michael	Lough		Yes	

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15556	Gary	Wilson		No	The proposed work on Cranford St should extend from Innes through to Edgeware Rd & continue through Sherbourne Street to Bealey Ave. People going to city north & west will use this route which will create a jam up if left as is
15555	Jacob	Stanley		Yes	
15554	Denise	Wilson		Yes	
15553	Lou	Kelleher		Yes	
15552	S W	Urquhart			To confusing. Reduced fuel - burn; Yes!  Increased fuel burn  Speed camera mid section makes changing 'things' easier
15548	Jeff	Root	Casa Construction		
15541	Wade	Bishop		Yes	I do not support the plan to extend the northern link through into Cranford Street at all....however, since this is going ahead - yes, it makes sense to have clearways in this location
15540	Matt	Johnson		Yes	
15536	Jeff	Sim		Yes	
15533	Nicholas	Wogan		No	Too much disruption to local community for benefit of commuters. Having no provisions for cyclists (beyond a shared access) in 2018 is unacceptable and NOT best practice.
15531	Vaughan	Kirkland		No	By removing on street parking this will have a big impact on the businesses in the area. It is also unfair to local residents and will make it dangerous and difficult for them to exit and enter their driveways.
15528	Lee	Smith		Yes	
15527	Charlotte	McGuire		Yes	
15526	Andrew	Drake	n/a	Yes	I commute to the city centre via bike, so obviously want cycle lane to be accommodated in the clearway.
15524	Peter	Thompson			
15523	Matt	Lucas		No	This will only work if Berwick Street is upgraded/widened to suit the extra traffic. It is currently not the preferred route to take, especially heading North, and pumping more traffic through there will only make the situation worse.
15522	Phil	Sugden		Yes	
15521	P & C	Partington		Yes	
15520	Phil	Vaughan		Yes	
15519	Neil	Sheerin		Yes	Don't know how well this will work in practice. Where currently provided people park in them long term with no apparent enforcement.
15518	Kerry	Jenkins			
15517	Abigail	Lowther		Yes	
15516	J	Jeram		No	
15515	John	Ascroft		Yes	Need to allow for cycles

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15514	Mark	Smith		Yes	
15513	James A	Lewis		Yes	
15510	Nick	Saunders		Yes	
15509	Alika	Ackroyd		Yes	There is no reason to park on the side of the road near these main intersections. It creates a hazard. As there are several schools near children crossing will be a danger coming out from behind parked cars on the side of the road.
15507	Marissa	O'Leary		Yes	
15503	Neil	Edmond		Yes	
15501	Ryan	Wood	Christchurch Transport Concepts	Yes	Absolutely needed. And once it's up and running and people start parking in the clearways it can become full time 4 lanes. A larger left turn lane at Bealey Ave will also be needed to help clear traffic faster.
15500	Chris	Broughton		Yes	
15498	Emma	Lucas		No	Businesses depend on parking for customers.
15496	Philip	Bayliss		Yes	
15494	Warren	Frost		Yes	
15493	B	Miller	2/22 Ranger Street	Yes	Good idea - allows the traffic to flow better.  Do buses still go up & down this part of Cranford St?  Problems with stops for bus
15491	Joan	spackman		Yes	
15490	Rob	Beer		Yes	Only at busy times
15489	Paul	Daigneault		Yes	
15488	Gina	Beer		Yes	At busy times - morning  - evening
15487	J	Heatley		No	
15486	Nick	Johnston		Yes	If you can't get the throughput of traffic to the motorway then there isn't much point in having the motorway.
15485	Tracey	Wynands		Yes	
15484	A G & A	Winnicott		No	AGW: Roads have increasingly decimated our suburb, making our access to & from our home increasingly difficult
15483	Simon	Cornelius		No	I don't see how clearways for such a short distance of road will make any difference to traffic flow. It will bottleneck at Sherborne Berwick & Cranford Streets
15482	David	Ward		Yes	
15481	Katie	Graves		Yes	
15478	Richard	Dove		Yes	
15473	Euan	Gutteridge		Yes	Great idea. Should also get rid of the bus lanes across the city as they are hardly used and replace with extra traffic lanes as clearways - will get more traffic flowing better.

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15472	M.	Cassidy		Yes	if it makes the traffic flow down Cranford and Sherbourne all the way to Bealey. It is useless if there is cut through traffic from Innes onwards.
15471	Sarah	Wraight		No	
15467	Mike	Hickford		Yes	
15466	Liam	Bartholomeusz		Yes	
15465	Antonia	Abraas		Yes	
15464	Jane	Meyer	1959	No	These are residential areas be kind to the residents not all about cars and we cope just fine as it is .... unlike Auckland look at their mess guess we are heading that way
15463	Erin	McGill		Yes	What compensation is offered to the residents when you remove their parking and add to traffic volumes? The lives of people who live on Cranford St are being made worse to facilitate travel for people who don't even live in Christchurch.  Build all the residents parking platforms in their front gardens and put double glazing in their front windows.
15462	Arnie	Scandrett		Yes	
15461	Gary	Rees		No	
15460	Jane	Forsyth		No	
15458	Dahl	Robertson		Yes	I support initiatives that reduce the number of cars using side streets
15457	Becky	Wilson		Yes	With traffic coming south from the corridor this needs to happen
15454	David	Robinson		No	Clearways are unsafe and hostile for cyclists and pedestrians.  Clearways provide minimal marginal additional capacity - i.e. only that beyond the length of the current approach lanes * the phase length.  If the clearways include turning traffic in the 2 lanes (i.e. no intersection widening) then the capacity gain is marginal. The clearways would have to operate with turn bans in place.  Any bus stops in the clearways also reduce capacity or if the bus stop is removed reduce the level of service for PT users
15451	Jayden	Elley		Yes	
15449	Carlene	Halpin	Resident	Yes	
15445	Simon Gulliver	Gulliver		Yes	The clearway on Cranford Street between Innes Road and Berwick Street should be 24/7 not just for peak hours.
15443	Glen	Thompson	Papanui Primary School	Yes	
15442	Ken	Booth		Yes	
15441	L M	Pearce		Yes	
15440	None	None	Stanbarr Limited	Yes	
15439	W J	Bangma		Yes	
15438	Chris	Brockner		Yes	

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

Submission ID	First name	Last name	Name of organisation (if applicable)	Do you support a clearway on Cranford Street between Innes Road and Berwick Street?	Comments
15437	Jo	Steel & Maisons de Ville		Yes	
15434	Simon	Lyford		Yes	
15433	Dr Jonathon	Chambers	Merivale Medical Practice	Yes	
15432	Craig	Matheson		Yes	My only concern is regarding left and right turns at the intersection of Innes rd and Cranford st both from Cranford st and Innes rd. Removing these would put significant pressure on surrounding streets and reducing speed options of narrowing or raised platforms would only increase the congestion in the surrounding streets
15429	Melanie	Scandrett		Yes	It is pretty much the only option short of buying land
15414	Kelly	Root		Yes	
15413	Robert	Fleming		Yes	
15394	Jan	Maling		Yes	Great proposals
15387	Cherie	McGowan		No	Are there businesses and residents who need parking during these times? If so, what will be in impact to businesses?
15375	Kelvin & Sue	Whall		No	
15358	Scott	Esser		Yes	
15350	Matt	O'Connell		Yes	Yes - I have been thinking about this for a while and it is an absolute necessity to have two lanes going all the way to Bealey Ave in the mornings and vice vera in the afternoon. I would have extended two lanes all the way to Bealey but I presume you will attempt to do this using Barbadoes Street instead - see comments below. The problem as you well know, with traffic coming off a 100km motorway to a 50 km zone - the traffic can't be cleared quickly enough - it could result in very heavy traffic.