

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
23499	Dr Jennifer Mindell	Professor of Public Health, Research Department of Epidemiology and Public Health	<p>I was delighted to read about the planned improvements to public transport and infrastructure and speed controls for walking and cycling, which are probably the main ways to reduce carbon emissions and private car use.</p> <p>I am not happy with the proposal to extend motorway level motor traffic into residential areas. This is inappropriate because of the air and noise pollution; the danger to pedestrians and cyclists; the deterrent effect of motor traffic on walking, cycling, and the use of streets as social spaces for people to interact; and also because of encouraging more people to drive more (reducing congestion will release suppressed demand), thus increasing sedentary behaviour as well.</p> <p>Thus it is the CNC itself that needs to be reconsidered!</p> <p>Transport planning should be about enabling people (and freight) to move from where they are to where they want or need to be. It should not be assumed to be about moving motor vehicles.</p> <p>In a saturated system, increasing road provision to deal with congestion does NOT solve the problem. It moves the bottleneck to before or after the new or widened road, and often any reduction in congestion is temporary as those who did not drive because of congestion then start driving. The only effective solutions involve reducing the need to travel (eg enabling active travel to school to reduce school escort trips by car) or providing and improving non-car modes of travel to reduce car use.</p> <p>Providing better, faster, more frequent public transport (e.g. light rail or a Bus Rapid Transit, BRT) that is affordable, accessible, acceptable and appropriate would be a much better solution.</p>	<p>Stage 1: if CNC is reconsidered and traffic reduction - not expansion - is encouraged, these may not be needed! CNC is going to increase community severance (the barrier effect of busy roads). See <a href="http://www.ucl.ac.uk/street-mobility">www.ucl.ac.uk/street-mobility</a> for more information about the barrier effect of busy roads.</p> <p>Stage 2: These are the sort of transport planning priorities that the City Council should be prioritising anyway. They should be done BEFORE not after the CNC is opened (if it is opened).</p>	<p>The local community is very concerned that you seem to be prioritising drivers and cars over other people.</p> <p>Some people choose not to drive, for environmental reasons and/or for their own health. Many people cannot drive, because they are too young, old, infirm, or poor. Most transport policies in New Zealand seem to value the time and safety of drivers and their passengers over others, leading to socio-economic and ethnic inequalities, as well as being detrimental to the population's health. Walking and cycling can provide sufficient physical activity to meet the World Health Organisation's recommendations for adults' weekly activity. New Zealand has the third highest obesity rate of all OECD countries, and only around a half of New Zealand adults meet the WHO's activity targets. New Zealand also has one of the worst road death tolls of high income countries, and of air pollution deaths, in relation to the size of the population.</p> <p>Busy roads act as a barrier to local people accessing the goods, services, and personal contacts needed for mental wellbeing and mental and physical health. It reduces footfall and spend in local businesses, as well as costing society for the detrimental effects on health and wellbeing. The Council should be developing plans to increase all non-car travel options and to reduce car use.</p> <p>As a minimum, all the residential streets likely to be affected by DEMP / the CNC should have the speed limit reduced to 30 km/h. This reduces both the risk of collisions occurring and of the severity of the consequences if a crash occurs. It reduces the chance of a fatality if a car hits a pedestrian from 80% at 50km/h to 5% at 30km/h.</p>

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
23498	Sharon Tellick		<p>Thank you for the opportunity to submit on the Northern Arterial Downstream Effects Management Plan.</p> <p>I don't support any of the options as they all result in accommodating more cars to move through the Inner City, resulting in negative effects that will then have to be mitigated.</p> <p>What I do support is an alternative proposal as described here:</p> <p><a href="https://talkingtransport.com/2019/03/17/can-the-plan/">https://talkingtransport.com/2019/03/17/can-the-plan/</a></p>		
23494	Aynsley McNab		Traffic lights at Forfar Sts and Barbadoes St are necessary as traffic is already bad at rush hours, definitely have HOV lanes. I would like to see increased monitoring of emissions / vibrations, trucks (large ones) should be forced to take ring roads where possible.	The order of the work is purely car-focused rather than people focused. The motorway extension should only be opened once HOV lanes, better cycle lanes, better high frequency public transport are all in place.	Both the CCC and ECAN have reducing SOV's and emissions as either their mission or part of their mission statements. This attempt at shoe-horning 30-50% more traffic through a residential community will only increase emissions and danger to our community.
23493	Anthony Gullich		<p>Stage 1: Proposed Cranford Street Clearways</p> <p>I object to "peak period" clearways: Tourists and visitors to the city don't understand these. Generally there may always be a vehicle parked there. Should be with a permanent traffic lane or not. No part time clearways.</p> <p>Traffic Calming</p> <p>Please no more speed bumps as it is hard on persons with a spinal and joint problems. Ambulance staff and patients hate them, also fire brigade.</p> <p>Please ensure cycleways do not encroach on parking for shops and businesses.</p>		<p>People will take the shortest route!</p> <p>Need to upgrade Marshland Road to 4 lanes (2 lanes each way).</p> <p>Please incorporate improved landscaping with more tree and shrub plantings, as you go, with all street works.</p>
23492	G & E Gillespie		Would like it to be considered that Nancy Ave (just east & west of Innes Road) is an extremely busy road due to Catholic School & Church where parents park daily outside our homes, plus new Church cnr Nancy & Knowles St. Would appreciate speed restrictions!!	No comment - look all ok at this stage	One & only thing is the School & Church traffic already in our street plus the speed which everyday traffic travels all day & night from Innes Rd - so many children & elderly folk.

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
23490	Karen M Koed		From my point of view, as a blind pedestrian these projects don't take account of pedestrians and the local people needs. It is all about the CARS. The changes already have prevented me from walking freely and using existing public transport. I do not see how the project (whole) will improve the situation for the local people.		An overbridge at Innes Road/Cranford Street will allow the traffic to flow uninterrupted on Innes and Cranford. Innes Road is busy and congested and will be more so with the finished project (CNC). Traffic is/will be stationary at the Rutland Street intersection - as there will be increased numbers accessing the west of Cranford Street (from the North - no right turns).
23489	Jean Bell		<p>There is no/very little plan for Public Transport options on the CNC and onto Cranford Street.</p> <p>- There (to me) is/has been Park and Ride opportunity with land being available</p> <p>- I would support Alternative plan of a dedicated bus land on CNC</p>	<p>- Lots of good projects in Stage 1.....but lots to do before opening</p> <p>- Stage 2 traffic calming measures will need attention earlier than "3 year plan" - with the traffic increases planned for</p> <p>The Downstream Effects should have been looked at as part of the original plan.....to local residents it feels like it is all road.</p>	<p>High occupancy vehicles lane of CNC itself</p> <p>- bus lane on CNC</p> <p>- Other Public Transport option ie Rail (I know this is not CCC)</p> <p>THANK YOU for the opportunity to COMMENT</p>
23488	Simon Geary				<p>I am writing with regard to the Northern arterial and the exciting opportunity it presents us, as a city.</p> <p>Yes we have a motorway that is due to finished in approximately 14 months and a down stream plan from Inness Rd that is due to be completed over 10 years.</p> <p>We also have a Stadium that is due to to start construction in 2021 if we are lucky as well as Convention centre centre that is due to be completed late next year, if we are lucky.</p> <p>So with these 2 large event centres looming and not an enormous car park NOT planned to accommodate Cantabrians rather backward way of thinking towards transport (our love of cars with only one person in them.) when they attend the events these buildings will bring to our wonderful city. How on earth does the CCC intend to park these extra 20,000.00 vehicles or so a day in it's first year alone the new motorway will bring into the city.</p> <p>It seems to me that we are pandering to an old Jurassic way of thinking. We have new city with a very old mentality towards transport.</p> <p>With GLOBAL WARMING, FOSSIL FUELS RUNNING OUT , our Sign accords to reduce emissions etc etc and god forbid lets for ounce think of the next 2 generations not just ourselves the next ( which we really do anyway).</p> <p>THE ANSWER is simple and brave. Simply start the change</p>

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
					<p>now by CANNING THE PLAN and making one lane each way solely for busses.</p> <p>Busses that run every 10 minutes</p> <p>Busses that go straight to the new Stadium and Bus exchange that will actually be big enough for the change that is needed. if we are going t step into the 21st century as city.</p> <p>Busses that don't have to back out of their parks at central bus depot.</p> <p>Guess what</p> <p>Its all possible because the stadium hasn't been designed yet. !!!!</p> <p>Lets force the change and combine the two.</p> <p>THE arterial + Stadium combined with an inter change must be an option.</p> <p>Busses and no one else must have use of one lane each way.</p> <p>This is a great opportunity waiting to taken by all of us but the CCC must be the ones to lead it.</p> <p>Please forward this to the powers at be before it's too late.</p>
23487	Pauline Thomson		<p>The planning seems hurried, based on promoting vehicles rather than people. It seems unrealistic rather than being actually practical. Have the "planners" regularly travelled the main routes, so their plans are based on experiential understanding. Disappointing.</p>	<p>These stages seem to be based on intellectual models/ideals. There seems to be a lack of an overarching model of cohesion with Selwyn, Waimak, ECAN &amp; CCC, planning and co-ordinating for movement into, through and beyond the immediate present. Disappointing - Outdated thinking.</p>	<p>People are at the heart of the city, a community. This plan has vehicles at the centre. There is marked lack of provision for other forms of transport, for promoting a cohesive community, for diversity of thinking and future proofing.</p>
23486	Rachel Bates		<p>CAN THE PLAN (Please!!!)</p> <p>The current plan will see four lanes of traffic merge on to the already busy Cranford Street. This will cut St Albans in half &amp; swamp side streets with traffic.</p>	<p>Please bring stage 2 forward. Surely we need safe access to Schools, safe cycling routes &amp; traffic calming BEFORE the traffic pours in.</p>	<p>Axel Wilkie suggested public transport schemes are essential for both our suburb (St Albans) &amp; our environment. Bus fast lanes and light rail seem essential. Park n ride at both ends also seem critical.</p>

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
23485	John Bates		<p>The DEMP cannot be assessed by resident in isolation. Whilst the DEMP is required by the Environment Court, there is nothing to prevent it being developed as a broader transport strategy by the CCC, WDC, NZTA and ECAN. This is what residents want' We are being asked to swallow a rat in the hope that later on things get to an unbearable level that measures outside of the DMP will be looked at.</p> <p>In these times of heightened awareness about the importance of community, the environment, physical &amp; mental health, traffic safety and quality of life, it seems a great injustice to force a significant amount of extra traffic through communities and believe it can be dealt with by "mitigation". Traffic is like water, it flows into every nook and cranny until they are full. Despite "traffic calming" our streets will become car parks and rat routes. Please save our communities - "Can the Plan" and prevent the increase in traffic through a comprehensive public/alternative transport strategy as mooted by Axel Wilkie. This is the only win-win approach.</p>		
23484	Jackie Rigg		<p>Sorry this is untidy - Have also rung to report my concerns to traffic engineers. Road is very now - what is concrete strip for? I'm told not for wheelie bins. This strip takes up too much road. Coloured strip would have been OK. Visitor backed into parked car opposite my driveway one evening. Everyone comments how dangerous Rutland St has become especially between Innes &amp; Tomes Rds!</p>		<p>Please look at road - Rutland St especially where traffic comes around bend from Tomes Rd to Rutland and between Rutland - Mays rds. Road very dangerous with new cycleway. Parking allowed both sides. There is a kindergarten &amp; school needs reduced speed near Kindy - better lighting. Cycleways goes both ways.</p>
23483	Jenny Smith & Rodney Routledge		<p>The DEMP Plan</p> <p>1.</p> <p>We are strongly opposed to the Northern Arterial Downstream Effects Plan with its emphasis on prioritising cars over people rather than focusing a city transport plan for northern Christchurch that looks at a sustainable, transport-friendly ways of moving people to the city in a way that does not impact on established communities such as St Albans and Mairehau.</p> <p>We are concerned that the proposed plan:</p> <p>Has a narrow focus, only looking at ways to manage the additional traffic or mitigate the impacts this extra traffic will have when it enters the local roading</p>		<p>Having been residents of St Albans for 35 plus years, 25 of these spent living on Cranford St we are actually aware that the issue of transporting people from the Greater Northern part of Christchurch has been a longstanding, controversial issue for St Albans residents. We note that the St Albans Community has strongly resisted the various efforts to impose ways of dealing with increased car traffic given the significant impact such car-centric approaches would have on our neighbourhood. We urge you to adopt the proposed alternative pan advanced by Axel Wilkie and the St Albans Residents Association. This alternative pan recognises that a "business as usual" approach adopted in the DEMP plan will not solve the transport issues faced now and into the future given the DEMP plans narrow scope and the primacy afforded to single use cars. As congestion grows bigger roads will need to be built. In light of these considerations we urge the Council to put a</p>

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
			<p>network at Cranford St</p> <p>Effectively ignores public transport and other methods aimed at reducing single car use such as park and ride, light rail or improved public transport services</p> <p>Contradicts the Council's accessible city's plan for the inner city. The accessible city's plan looks to bring people to the city by way of transport methods which do not rely on the use of cars. The rebuilt inner city has not been built for cars raising questions about the sustainability of the DEMP plan.</p> <p>Is premised on outdated (20th thinking around transport planning with its car-centric approach. Such an approach is no longer feasible or sustainable given the need to consider environmental factors and climate change in any socially responsible urban planning for the future.</p> <p>Does not deliver on the Council's Community Outcomes. Rather than contributing to a strong community it severs it. Neither does it contribute to a healthy city, instead it pollutes and disturbs it. Nor does it contribute to a liveable city, instead it disconnects communities of people. And by drawing on outdated thinking around the building of the city's infrastructure, the plan does not contribute to the development of a prosperous city.</p> <p>Separates people from facilities, services and social networks while forcibly changing the physical look and attractiveness of the St Albans, Edgware and Mairehau communities making way for the proposed car-centric transport corridor.</p> <p>Does not deliver on the Christchurch Transport Strategic Plan and its desire to "reshape travel demand to reduce emissions and oil dependency" (Action 4.1.1) and neither does it invest in green infrastructure and enhancements to increase resilience and improve air quality by reducing our dependency on oil, and</p> <p>Does not meet the Christchurch City Council Climate Smart Strategy of its commitment to a 50% reduction of greenhouse gas emissions from domestic transport by 2040.</p>		<p>stop to the DEMP plan.</p> <p>We also urge the Council to:</p> <p>Work with the Government to come up with a transport plan that is eligible for Targeted Enhanced funding assistance, the Northern Arterial was developed by the previous government whose transport priorities were in marked contrast to the present government's push for a sustainable, integrated approach to transport planning. It is possible a more environmentally-friendly, sustainable approach built around an effective and efficient public transport system.</p> <p>Work collaboratively on this project with other authorities involved in transport planning. Since the National Government seized control of planning in the post-quake environment it is apparent that an integrated, co-ordinated approach to transport has been challenging and in the process alternative public transport services have been over-looked. We urge the Council works with other key agencies on coming up with a sustainable public transport system as advocated in the alternative transport plan advanced by SARA.</p> <p>Given the DEMP reports failure to embrace such an approach we firmly believe the Council must reject the DEMP plan and focus instead on embracing the fundamental notion as advanced in the alternative transport plan of moving people through a community of people first and foremost in a way that does not rely on a car-centric approach or the destruction of communities. At the heart of the alternative transport plan is the reliance on providing a quality, effective, efficient public transport system undertaken in collaboration with key agencies responsible for transport done in a co-ordinated, integrated way. Such an approach is what we firmly support</p>

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
23482	Margaret E (Peggy) Kelly		<p>I have lived in St Albans since 1979 and therefore know about the last attempt to create a northern arterial motorway, through 'the old borough'. I have to say that this version, the Christchurch Northern Corridor (CNC), is still an ill-conceived project.</p> <p>Taking from the amenity of people living in our well established suburb to enhance the amenity of people who choose to live out of town and to commute by car is very unfair.</p> <p>However, as it's a fait accompli - almost - we have to see what we can do with it.</p> <p>I agree with those who argue that the Christchurch Northern Corridor should accommodate two express bus lanes thus reducing the lanes available for ordinary vehicles to two.</p> <p>If this were done half of the problem about the dispersal of traffic would be solved and as we are supposed to be reducing our carbon output this would also be the right thing to do.</p> <p>Having said that I have the following comments to make:</p> <p>* I do not support the proposed delivery of the Berwick/Madras/Barbadoes Street 'arterial upgrade'.</p> <p>I do support the introduction of speed zones</p> <p>I do support all the proposed traffic calming measures - tailored to the needs of residents in each street of course</p> <p>I do support safe access to schools and consider this urgent in relation to St Albans Primary School</p> <p>I do support the proposed alternative North-South cycle route and think consideration should be given to this being extended to north of McFaddens Road to where a Park and Ride facility might be sited.</p> <p>I strongly support the three east to west safe cycling routes; I did argue that this should be provided along Edgeware Road when this road was completely reconstructed post-quake.</p>	<p>I consider the following proposals as the most urgent - listed from most urgent (1) to less urgent (6)</p> <ol style="list-style-type: none"> <li>1. Two express bus lanes along the CNC</li> <li>2. Safe access to schools</li> <li>3. The introduction of reduced speed zones</li> <li>4. The three east to west cycling routes</li> <li>5. The new north south cycle route</li> <li>6. The proposed traffic calming measures</li> <li>7. Possibly traffic lights at the Barbadoes/Warrington Street intersection</li> </ol> <p>I cannot comment on the other proposals - clearway, high occupancy vehicle lane, and signalisation.</p>	<p>The cycle lanes on Edgeware Road should only be painted at this stage so that the businesses in the Village who have had to cope with a lot of roadworks in recent years are not disrupted again</p>

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
23481	Axel Wilke				<p>Sorry, I realise that DEMP submissions closed yesterday but thought that I should put my assessment of the situation on record.</p> <p>I don't support any of the options as they all result in accommodating more cars to move through the St Albans neighbourhood, resulting in negative effects that will then have to be mitigated.</p> <p>What I support is an alternative proposal as I have outlined here: <a href="https://talkingtransport.com/2019/03/17/can-the-plan/">https://talkingtransport.com/2019/03/17/can-the-plan/</a> This proposal will not result in negative effects, and nothing will have to be mitigated.</p> <p>If you are interested in hearing from me, I would be happy to address the hearings panel.</p> <p>Ngā mihi,</p>



## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
23480	Paul van Herpt				<p>INCLUDING CRANFORD, BARBADOES, AND MADRAS STREETS</p> <p>We, the undersigned, make the following submission in respect our comments to the "Downstream Effects Management Plan" (DEMP) that the majority of Councillor's accepted and is now with both Council staff to develop and available for public comment. The DEMP is to deal with expected increases in traffic as a result of the Northern Corridor motorway discharging onto Cranford Street.</p> <p>The DEMP describe three stages but what we find unfortunate is there appears to be little in the way of an overall "masterplan" to deal with the issues. What we will have at the end of stage three is totally unclear.</p> <p>We have also restricted our comments to the summary document and the three stages which council has distributed for comment on. Our reading of the actual DEMP is that there is much more discussed, and options given for potential future works which will affect our community which have not made the summary document. We assume that these items have already been rejected by Council and if not, they will be separately sent out for consultation.</p> <p>Starting with Stage One which is stated to be completed before the CNC opens;</p> <p>Road upgrades; Essentially we see 4 intersections get an undefined upgrade", the end result being a roundabout removal and two extra sets of lights. The work does not get south of Berwick/Warrington Street. Does this therefore not solve anything but just slowly move the problem a couple of blocks closer to the city?</p> <p>South of Berwick Street is described as an "arterial upgrade that comes out of a scoping study". Further the other major upgrade is an "investigation" into High Occupancy Vehicles.</p> <p>This as a nett result may or may not be relatively minor dependant on your definition of what an intersection upgrade is? There are no details of what the traffic engineers will design and in the DEMP are small scale diagrams without much detail, therefore what is there to give feedback on.</p>

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
					<p>A speed reduction to 30 or 40km/hr throughout most of the suburb. We strongly oppose this option. Slowing traffic down just means cars for longer on the street, more exhaust fumes etc. The line of the area involved appears to be pretty arbitrary with many east west street in the suburb ending up with both 50 and 30kmlhr parts. The only beneficiary here will be the coffers of the Government for the speeding fines it will generate.</p> <p>Slowing the traffic down in the streets off the arterial routes may in theory discourage people from taking short cuts, but it takes no consideration of us residents wanting or needing to get around the local area. If this is such a good traffic solution make it applicable over the whole city without exception and not just here. If that is unacceptable, then it is unacceptable here too.</p> <p>Given the extensive nature of this area, the other beneficiary of this idea will be the signage people and those who will be installing them. Given Council's appetite for overdoing signage and signals in their traffic upgrade, it will be no doubt thousands of signs. We do not want our ratepayer dollars wasted on such enterprise, nor do we want the visual pollution of those many required signs to police this speed reduction zone.</p> <p>Proposed traffic calming measures, 5 streets are proposed for these and we make no comment on these.</p> <p>Proposed safe school access is again study only so no change before the supposed traffic arrives. We comment on this under Stage Two.</p> <p>Proposed safe cycling routes involved initially only directional signage at either end of the effected area and the rest are studies. We are at loss as to what is going to be achieved by these if implemented. They appear to follow the same principle as the traffic, funnel it all into some mains routes, but actually doing little to assist in getting around with some flexibility and choice. We object to what appears to be rather limited route studies which says the decisions are made, the study is effectively only working out the details.</p> <p>Stage Two, carried out within three years of the CNC opening</p> <p>Proposed traffic calming measures, five more streets to have these installed. The proposal to traffic calm</p>

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
					<p>Edgware, Manchester and Caledonian are objected to. Two of these are designated as "collector roads" under the District Plan. This will slow down and effect local traffic getting to Edgware Village and limit traffic from the arterial route using the centre. Just about all the "encouragement" that is needed to find another place to shop and watch the centre die. These streets do have residential properties on them but streets with their classification as collector roads should not be traffic calmed.</p> <p>To date the western collector road has been effectively taken out of the picture as a collector road by building the cycle lanes. Now more collector roads are proposed to be calmed. This is not in accordance with the overall traffic plan in the City's District Plan and one wonders whether there is actually any holistic overview of this, or is this just part of a "band-aid" approach to solve a specific impending problem.</p> <p>Safe access to schools, "implementation any options identified in the study undertaken that have not happened through the intersection stage 1 upgrades" This whole item makes no sense. You claim to have considered local feedback but by the implementation of this item in stage 2 you have shown cars come first. The most obvious question to ask with this staging is if the study in stage one comes up with an unexpected answer, does that mean the intersection upgrades already carried out will be wrong or have a high risk level of needing to be modified. Seems potentially a high risk of Council money being wasted which we as ratepayers have an issue with.</p> <p>Proposed safe cycling routes, no proposals what you will actually be doings, but if designated cycleways as currently in Colombo Street as part of the Papanui Parallel cycleway are objected to. Should the works involve safe crossing of the arterial routes funnelling all the traffic through the suburb, a more favourable reaction may be given.</p> <p>3</p> <p>Access to parks, a study only so no idea what to support or otherwise. The fact that there has to be a study to work this out as part of DEMP does show there are significant issues with funnelling traffic through the suburb which will impact on the liveability of the suburb. We trust that having this study only in stage 2 is actually an indication that the increase in traffic through the area will not be that</p>

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
					<p>great?</p> <p>Access to commercial centres; again only studies in this stage.</p> <p>Stage three, completed up to 2031</p> <p>Traffic calming measures, more traffic calming but actually not specified where, only a series of possible. This tells us you don't actually know but need a contingency to cope to restrict potential adverse effects of traffic. That is quite sensible and we support that principle but suggest it a little foolish to even attempt to nominate effected streets. Be honest, just call it a contingency.</p> <p>Safe cycling routes; This route should actually not be needed as most suburban streets are not that unsafe to cycle on, but crossing arterial routes is an issue. However, should such issues not actually be designed in from stage 1?</p> <p>Access to parks, implementation of study results. Hopefully will have no impact on already completed works and will be available for public comment when the options have been "studied"?</p> <p>Access to commercial centres; again implementation of studies and the same comment from us as above to the parks access, no impact on work already completed and will be available for public comment.</p> <p>Conclusion</p> <p>The overall impression is of very little work initially with only a limited number of intersections being worked on, and a lot of studies and design work still to come. As the devil is always in the details, we have little to say without those details.</p> <p>It does appear that the funnelling of traffic through the suburb generated by the discharging of the Northern Corridor into Cranford Street is being also followed in principle with designated cycling and pedestrian routes, with nominal crossing points to those routes.</p> <p>These designated crossing points also appear to follow the same principle of funnelling the east west routes to specific crossing points of the north/south funnel.</p>

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
					<p>There is also the impression that there are a lot of studies intended to be no more than to pacify the locals and show Council is not abandoned us and will spend some money in the suburb. This appear to be an unnecessary waste of ratepayer funds to be honest. A device to kept staff employed and consultants engaged, but what will actually be achieved is pretty marginal, and potentially not value for money.</p> <p>We would like to have a level of flexibility of choice to get around the suburb by car, cycle or walking and projects that minimise the funnelling effect rather enhancing it. We would also like to see more regular maintenance done on our roads and paths rather than the patch ups carried out when enough complaints are made, which will make them safe and more pleasant to be walked, ridden, or driven on without shaking our dwellings and businesses rather than studies and beautification efforts that this DEMP appears to be offering.</p> <p>We therefore reject the solutions offered in the DEMP.</p> <p>We look further to continuing consultation on the issues of traffic and community in this area,</p> <p>Jayesh Jeram Barbadoes Foodstore - 2/569 Barbadoes Street</p> <p>Peter Davey Ambrose Heal Furniture - 573 Barbadoes Street, 575 Barbadoes Street, 181 Edgeware Road, 183 Edgeware Road</p> <p>Tracey Geerin TG Hairdressing - 566 Barbadoes Street</p> <p>Paul van Herpt Van Herpt Architects Ltd - 577 Barbadoes Street</p> <p>Tim Clyne Etcetera - 570 Barbadoes Street, 196 Edgeware Road</p> <p>Tessa Read - 587 Barbadoes Street</p>

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
23479	Emma Twaddell	St Albans Residents Association (SARA) Inc			<p>Thank you for the opportunity to submit on the DEMP</p> <p>The Downstream Effects Management Plan (DEMP) ONLY looks at ways to manage additional traffic and mitigate the impacts of additional cars that will enter the local network at Cranford Street and we cannot support it.</p> <p>We reject the DEMP and support the actioning of the St Albans Community Alternative Plan</p> <p><a href="https://www.youtube.com/watch?v=NPVD0Bzrq50&amp;feature=youtu.be">https://www.youtube.com/watch?v=NPVD0Bzrq50&amp;feature=youtu.be</a></p> <p><a href="https://talkingtransport.com/2019/03/17/can-the-plan/">https://talkingtransport.com/2019/03/17/can-the-plan/</a></p> <p>Public transport and reduction of traffic methods have effectively been ignored in the DEMP and in the current climate both environmental and political that is just not good enough. The best option for Northern Greater Christchurch residents and visitors to enter our city through St Albans is by express public transport. The inner city is not being built for cars, bring the people not the cars.</p> <p>We submit the focus of the CCC plan is wrong. The plan should not focus on cars it should focus on moving people through an established community where residents make their homes and conduct their lives, go shopping, play, exercise and meet up together.</p> <p>The DEMP does not deliver on the CCC's community outcomes. It does not contribute to a strong St Albans community, it severs it. It does not contribute to a healthy community, it pollutes and disturbs it. It does not contribute to a liveable community, it disconnects us and it doesn't contribute to a prosperous city as it is not a modern solution to building the city's infrastructure.</p> <p>The plan is socially irresponsible. It separates people from facilities, services and social networks and it negatively changes the comfort and attractiveness of the area. It changes local people's perception of their community due to the physical and psychological barriers that will be created by this car-centric transport corridor and what it is being used for. The Council must put social responsibility and combating climate change first. Not cars.</p> <p>The DEMP Plan also contradicts Council goals and strategies. This plan does not deliver Action 4.1.1 (Reshape</p>

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
					<p>travel demand to reduce emissions and oil dependence)' of The Christchurch Transport Strategic Plan (CTSP) Nor does it "Invest in green infrastructure and enhancements to increase resilience and improve air quality by reducing our dependency on oil (Action 4.1.2)"</p> <p>Nor does the plan meet the CCC's Climate Smart Strategy commitment of a 50 per cent reduction of greenhouse gas emissions from domestic transport by 2040.</p> <p>Change is needed to break down the barriers between the silos in their institutions and overcome the inefficiency of Christchurch's current transport planning. What we need is an integral approach to the Northern Transport Corridor of Otautahi.</p> <p>CCC must work together with all authorities, including themselves, Ecan, NZTA and the Ministry of Transport to make 'THE ALTERNATIVE PLAN' a reality. The Council needs to work with the Government to come up with a plan that is eligible for Targeted Enhanced Funding Assistance.</p> <p>We would like to speak to our submission</p> <p><a href="https://m.youtube.com/watch?feature=youtu.be&amp;v=NPVD0Bzrq50">https://m.youtube.com/watch?feature=youtu.be&amp;v=NPVD0Bzrq50</a></p>
23478	Russell A Duckworth				<p>I am one of the owners of a commercial property on the northwest corner of Westminster and Cranford Street.</p> <p>Many people who are unable to walk long distances, so having good access and parking to our shopping area is important. While I am generally supportive of reviews into the impact on the commercial area around Westminster/Cranford Streets, I think it is vitally important that easy access and parking continues to be provided to these shops. This precinct has been serving the local community and commuters for many years and any reduction in parking would seriously effect the shopkeepers and the community they serve and would lead to a loss of jobs and services.</p> <p>While I support cycle ways and traffic relief projects I do not want to have cycle ways making the road narrower and taking away parking. I am supportive of alternative parallel cycle routes taking cyclists away from Cranford Street.</p>

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
23475	Annie Broughton		The Northern Corridor Traffic Mitigation plan should focus on providing better public transport and cycling infrastructure. This is the best way to mitigate traffic congestion, as well and being much better for the environment, and the health of the community.	Cycle routes should be made priority in Stage One  -a dedicated bus-only lane should be developed during Stage One for the entire CNC, as well as arterial roads.	
23474	Connie Christensen	Go Cycle Christchurch	System did not save initial draft, so no time to retype again.  Plan for Zero Carbon Christchurch by 2050. Passenger rail, ParkNRide, Cycle and walking infrastructure (before 2020) and increase parking fees within 4 avenues to boost public transport.	'Looking into' and 'Projects' are not keeping cyclists and pedestrians safe. Infrastructure needs to be in place by 2020.	Lowest Carbon transport modes should get first priority when money for transport is allocated on a project like this.  How will young children be able to walk or cycle across Cranford st???  CCC target for Christchurch to be Carbon Zero by 2050!
23473	Connie Christensen		Unfortunately CCC system did not save my draft, so do now not have time to retype it all again.  Plan for Zero Carbon Christchurch by 2050. Passenger rail, ParkNRide, Cycle and walking infrastructure (before 2020) and increase parking fees within 4 avenues to boost public transport.	'Looking into' and 'Projects' are not keeping cyclists and pedestrians safe. Infrastructure needs to be in place by 2020.	CCC target for Christchurch to be Carbon Zero by 2050!
23472	Annie Broughton & Rose Bayldon	Generation Zero Christchurch	The Northern Corridor Traffic Mitigation plan should be used to push our city towards more efficient and environmentally sustainable methods of transport - public transport, cycling and walking. This would mitigate traffic congestion in the city, and is also imperative to the future of the country and the planet, as rapid action is needed to stop the dire consequences that climate change poses.	Cycling routes should be prioritised.  - bus lanes and infrastructure to encourage Public Transport use should be prioritised.  - These should be developed before CNC opens i.e. in Stage One	
23471	Simon Britten		No comments on specific projects at this stage.	In my view this current consultation process has under-communicated the impact of the 'South of Berwick' upgrades, noting that Stage 1 includes both a scoping study and also delivery of an upgrade for traffic south of Berwick Street. This aspect and the associated decision (to direct traffic along either Cranford Street or Barbadoes/Madras/Forfar) will have significant impact on the community and yet it is scarcely mentioned.	In reviewing background material (specifically the December 2011 NZTA Final Scheme Assessment Report) I get the impression that the St Albans community was given no consideration by NZTA when planning and commissioning the project.  For example, the NZTA Report mentions "Social and community severance between the western and eastern areas of Belfast, either side of Main North Road" and "the social amenity of the Belfast area" as part of the 'problem' that the CNC will address (p.55). Further on, I read that "The project will have positive impacts for the Belfast area with a significant reduction of traffic on Main North Road", and "Access to community infrastructure and retail areas will be maintained or enhanced through.....reduced traffic on the Main North Road corridor" (p.166). There is no mention in the Report, however, that there will be social



**Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019**

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
					<p>impacts downstream of the project, or the likely transfer of severance and amenity issues from Belfast and the Main North Road corridor to St Albans.</p> <p>Perhaps this gap in NZTA’s report is part of the reason that the downstream effects Plan is required? My reading of the draft Plan is that it is very narrowly focused on compliantly delivering the motorway project and associated traffic impacts. From a prior presentation to Council I understand that the scope of the Plan has been limited to fulfilling the consent requirements - this is a missed opportunity for Council to communicate to the community all aspects of transport planning that are connected to this project. At the 14 February 2019 Council meeting, Mayor Lianne Dalziel noted that NZTA &amp; Council material relating to the CNC and multiple other transport workstreams don’t link well online, and that there is a need for more joined-up communication for the public - I don’t believe there’s been any movement on that yet.</p> <p>Finally, my reading of community sentiment is there is a strong feeling that the CNC is a project that is being done “to” the downstream community, rather than “with” and certainly not “for”. I think more time and more community engagement is needed. My understanding is that the CNC’s consent conditions require the Council to implement a Downstream Effects Mitigation Plan (DEMP) prior to operating the motorway. If the downstream plan isn’t ready and the community is going to be too negatively impacted, why not press ‘pause’ on the opening of the CNC? After all, the NZTA economic evaluation requires a 30 year operating period just to get a Benefit to Cost Ratio (BCR) of greater than 1.0, so even a year or two of delay prior to opening isn’t going to change the financials significantly.</p>

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
23470	John Rouch		<p>I am not in favour of using Sherborne St to carry more traffic. I am opposed to HOV lanes and clearways being used on Sherborne St. Up until the present there are often short and longer term car parks used on the street. The type of housing on Sherborne St commonly used by several adults living together meaning a high number of cars per household. Current and past planning has not allowed for enough off-street parking and residents and visitors are using the street. It would be unfair to expect residents to move their cars during clearway times. I do not believe an HOV lane would be greatly effective and think it will greatly disadvantage people actually living in the city.</p> <p>Sherborne St ends at Bealey Ave. Bringing more traffic along Sherborne St at rush hour and expecting it to disperse when it reaches the end is just asking for problems. There is nowhere for the traffic to go quickly.</p> <p>Noise and ground shaking is already bad along Sherborne St, a residential street. Increasing traffic will compound the problem.</p>		
23469	Maggy Tai Rakena		<p>The motorway itself is a solution to the wrong problem. All of the downstream effects will then, by implication, be wrong. We need to stop allowing car usage to be seen as a right...it is a privilege. Now is the time to be focussing resources and effort to create medium density inner city living and thereby diminish the demand for petrol heavy traffic. We also need to address public transport solutions much more creatively.</p> <p>I am pleased to read about the planned improvements to public transport and infrastructure and the speed controls for walking and cycling, which are probably the main ways to reduce carbon emissions and private car use.</p> <p>I am not happy with the proposal to extend motorway level motor traffic into residential areas. This is inappropriate because of the air and noise pollution; the danger to pedestrians and cyclists; the deterrent effect of motor traffic on walking, cycling, and the use of streets as social spaces for people to interact; and also because it encourages more people to drive more (reducing congestion will release suppressed demand), thus increasing sedentary behaviour as well.</p>	<p>Stage 1: if CNC is reconsidered and traffic reduction - not expansion - is encouraged, these may not be needed! CNC is going to increase community severance (the barrier effect of busy roads). See <a href="http://www.ucl.ac.uk/street-mobility">www.ucl.ac.uk/street-mobility</a> for more information about the barrier effect of busy roads.</p> <p>Stage 2: These are the sort of transport planning priorities that the City Council should be prioritising anyway. They should be done BEFORE not after the CNC is opened (if it is opened).</p>	<p>The local community is very concerned that you seem to be prioritising cars and their drivers over other people.</p> <p>Some people choose not to drive, for environmental reasons and/or for their own health. Many people cannot drive, because they are too young, old, infirm, or poor. Most transport policies in New Zealand seem to value the time and safety of drivers and their passengers over others, leading to socio-economic and ethnic inequalities, as well as being detrimental to the population's health. Walking and cycling can provide sufficient physical activity to meet the World Health Organisation's recommendations for adults' weekly activity. New Zealand has the third highest obesity rate of all OECD countries, and only around a half of New Zealand adults meet the WHO's activity targets. New Zealand also has one of the worst road death tolls of high income countries, and of air pollution deaths, in relation to the size of the population.</p> <p>Busy roads act as a barrier to local people accessing the goods, services, and personal contacts needed for mental wellbeing and mental and physical health. It reduces footfall and spend in local businesses, as well as costing society for the detrimental effects on health and wellbeing. The Council should be developing plans to increase all non-</p>

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
			<p>Transport planning should be about enabling PEOPLE (and freight) to move from where they are to where they want or need to be. It should not be assumed to be about moving motor vehicles.</p> <p>In a saturated system, increasing road provision to deal with congestion does NOT solve the problem. It moves the bottleneck to before or after the new or widened road, and often any reduction in congestion is temporary as those who did not drive because of congestion then start driving. The only effective solutions involve reducing the need to travel (eg. enabling active travel to school to reduce parents doing school runs by car) or providing and improving non-car modes of travel to reduce car use. Living next to a school I experience the 'school run' mayhem every day. Much of this traffic is borne out of fear: fear of traffic accidents and fear of unsafe behaviour by strangers. Both of these fears can be better addressed, beyond having thousands of cars ferry children to and from school every day.</p> <p>Providing better, faster, more frequent public transport (e.g. light rail or a Bus Rapid Transit, BRT) that is affordable, accessible, acceptable and appropriate would be one such solution.</p> <p>Medium density inner city residential developments are pivotal to the overall success of traffic solutions.</p>		<p>car travel options and to reduce car use.</p> <p>As a minimum, all the residential streets likely to be affected by DEMP / the CNC should have the speed limit reduced to 30 km/h. This reduces both the risk of collisions occurring and of the severity of the consequences if a crash occurs. It reduces the chance of a fatality if a car hits a pedestrian from 80% at 50km/h to 5% at 30km/h.</p> <p>Please focus on transport solutions beyond cars.</p>
23468	Rose Bayldon		<p>Super keen that you are upgrading these streets. My main concern is for the cycle routes and bus lanes, as a university student most of my peers try to drive as little as possible as petrol is extremely expensive for a student. We are also hyper-aware of the impacts driving has on the planet, with climate change becoming more serious it is vital that we all do our bit. I would request more on-road cycle lanes, potentially mixed bus and cycle lanes. I personally find on road cycle lanes more efficient.</p>	<p>I would request prioritizing bus and cycle lanes, as this will also encourage people to take active forms of transport, benefiting their health, the environment as well as reducing congestion. More car lanes can come later if necessary, but I think they should not be built first.</p>	<p>There are other aspects to consider such as in town parking, I think that there should be less free parking in town, as currently it is far more appealing to drive due to free parking. Funding from parking can be channelled into a better bus service, which will also make bussing the better option.</p>
23467	Edward Wright	Environment Canterbury Public Transport	<p>Thank you for the opportunity to submit on the Christchurch Northern Corridor Downstream Effects Management Plan. This submission is from the Public Transport team at Environment Canterbury.</p> <p>Cranford Street is currently used by two bus services:</p> <p>- Route 28, from Main North Road to Edgeware Road</p>	No	As above

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
			<p>- The Orbiter, from Main North Road to Innes Road</p> <p>These bus services are a vital transport link for people travelling to, from and through the area, and there are no suitable alternative routing options that ensure accessibility for residents within the affected suburbs.</p> <p>Route 44 also travels through the wider area, using Barbadoes St, Warrington St, Flockton St, Westminster St, Kensington St and Innes Rd.</p> <p>We note that there is work underway to consider what opportunities the northern arterial road may offer for new non-stop bus services between the Waimakariri District and central Christchurch. Any such services could take advantage of the high occupancy vehicle lane being planned for the northern arterial, and any clearways or high occupancy vehicle lanes on Cranford St. In principle we are supportive of the introduction of any lanes which prioritise modes other than single-occupancy vehicles, and in particular bus priority measures on key public transport routes.</p> <p>In planning any clearways or high occupancy vehicle lanes, consideration needs to be given to how existing bus services would need to stop to pick up and drop off passengers. For example, on the section of Cranford St, between Innes Rd and Edgeware Rd, there will still need to be provision for bus stops for route 28. Given the width of the corridor some or all of these stops are likely to need to be in-lane, meaning that other vehicles would need to wait behind the buses while they are stopped. If this lane is a high-occupancy vehicle lane, these buses stopping to pick up passengers could cause short delays for other vehicles using this lane, including non-stop bus services. There would also need to be some consideration of safety issues, as vehicles may try to change lanes rather than waiting for the bus to drop off or pick up passengers.</p> <p>We look forward to engaging with the Christchurch City Council in more detail regarding the issues raised in this submission.</p>		

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
23465	Kirsty Humm		<p>The ONLY options I support with regard to the Stage One - Projects Proposed before the CNC opens and the DEMP MR4 (South of Berwick Upgrades) and the options I believe the CCC ought to adopt out of consideration to the ratepayers (of which I am one) of these areas are;</p> <p>1) Traffic calming measures to prevent rat running on the side streets leading into town from Cranford Street.</p> <p>2) Long term monitoring the traffic impact on Sherborne, Madras and Barbadoes Streets once the CNC opens, in order to find the best outcome for our community.</p> <p>I DO NOT and NEVER WILL support the adoption of three laning, clearways nor one way extensions of Madras and Barbadoes Streets at the expense of the safety, health and quality of life in our neighbourhood for those who CHOOSE to live North of Christchurch and commute to work every day.</p> <p>Much more focus and priority needs to be given to investigation of Express Busses, Tolling, Park and Ride options by the CCC BEFORE traffic on the CNC enters Cranford Street for commuters from Waimakariri/Hurunui.</p>		<p>With regard to the Stage 3 Projects proposed after the opening of the CNC and up to 2031 (Page 11), will there be an implementation of study of access to commercial centres with regard to Edgeware Village, as it doesn't seem to be on the plan? Why has it been left off the plan?</p>
23464	Catherine Early				<p>General comments</p> <p>I am generally opposed to the DEMP as it has a premise of managing additional traffic through the St Albans community rather than focusing on measures for traffic reduction based on more effective public transport. The plan does not outline how the Council plans to address increased noise and air pollution. There are pieces of work which are proposed to happen outside of the area considered by the Plan such as upgrading the bus network, park and ride facilities, providing express buses - these things are crucial components which need to be addressed within the Plan and before opening the CNC (not after).</p> <p>Specific feedback on specific projects:</p> <p>Traffic Calming Measures</p> <p>I am vehemently opposed to proposed traffic calming measures on Flockton Street, particularly any form of raised platform.</p>

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
					<p>Some years ago (perhaps 10 years but certainly pre-2010) raised platforms/speed cushions were installed on Flockton St as a traffic calming measure. One of these was installed outside my property. The impact of these speed cushions was so negative for Flockton St residents that they were eventually removed after submissions to the Community Board and a street survey conducted by CCC in which residents voted against having the speed cushions on the street. Flockton St is a bus route and every time a bus, heavy vehicle or larger car went over the speed cushion my house (and those of surrounding neighbours) shook (similar vibration to a small earthquake). Often buses and heavy vehicles did not slow down when crossing the speed bump and so the vibration was intensified. When vehicles did slow down to cross and then accelerate after crossing there was increased vehicle noise which greatly disturbed us. Home life was made very unpleasant during the period speed cushions were in place. The ground in this area is swampy TC3 and is not suitable for any form of raised platform. In my experience the presence of the speed cushions did nothing to decrease either the amount of traffic on Flockton St or the speed of vehicles.</p> <p>Please do not install any form of raised platform on Flockton Street.</p> <p>Safe cycling routes I support measures to create safer cycling routes and increasing dedicated cycleways, paths and lanes in the St Albans area.</p> <p>What's been missed</p> <p>The Plan does not address the facilitation of buses along Barbadoes St. The increased traffic volumes on Barbadoes St will inevitably slow down buses along this route making it less likely that people will patronise these bus services if they are slow and delayed.</p> <p>The Plan does not address the impact on air quality and the environment from increased vehicle emissions.</p> <p>Put ways to reduce traffic (public transport, ride-sharing, park and ride etc) at the centre of the Plan.</p>

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
23462	Grant Bonafice				<p>We are the owners of a commercial property on the northwest corner of Westminster and Cranford Street. We are generally supportive of reviews into the impact on the commercial area around Westminster/Cranford Streets but consider it vitally important that easy access and parking continues to be provided to the shopping precincts that has been serving the local community and commuters for many years.</p> <p>Having good access and parking to the commercial area providing good shopping it is important as not every person is able to cycle or walk long distances.</p> <p>While we support cycle ways and traffic relief projects we do not want to have cycle ways making roads narrower and taking away parking. We are supportive of alternative parallel cycle routes .taking cyclists away from Cranford St,</p>
23461	Lloyd A Bonafice				<p>We are the owners of a commercial property on the northwest corner of Westminster and Cranford Street. We are generally supportive of reviews into the impact on the commercial area around Westminster/Cranford Streets but consider it vitally important that easy access and parking continues to be provided to the shopping precincts that has been serving the local community and commuters for many years.</p> <p>Having good access and parking to the commercial area providing good shopping it is important as not every person is able to cycle or walk long distances.</p> <p>While we support cycle ways and traffic relief projects we do not want to have cycle ways making roads narrower and taking away parking. We are supportive of alternative parallel cycle routes .taking cyclists away from Cranford St,</p>
23459	Duncan Webb	MP for Christchurch Central	See attachment	See attachment	See attachment

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
23458	Anna Galvin		<p>Proposed local traffic calming (construction) seems very limited given the known shortcuts vehicles take already. Traffic will be pushed into the peripheral streets. Mayfield Ave has a right angled corner that results in poor visibility (on-coming vehicles are not evident until you reach the corner) and one traffic calming measure, yet vehicles continue to use this street as a shortcut.</p> <p>Proposed safe access to school: this is a very limited area under consideration given children walk and scooter and bike to school throughout the school zone. In each of the stages, it is not clear how pedestrians are looked after.</p>	Why not carry out local traffic calming proposed in stage 3 prior to construction to ensure vehicles do not use those streets during construction (and beyond)?	<p>Mayfield Ave could be turned into a culdesac: there is no need for this to be a thoroughfare (there are plenty of options and it is easily accessible via Westminster St); there is a right angled corner which is dangerous as it has poor visibility with respect to on-coming vehicles i.e. potential for head-on collisions; when Forfar St has calming measures introduced the potential for shortcut through Mayfield Ave increases; and Mayfield Ave has many young children/families that play outside the bounds of their houses.</p> <p>There is not sufficient information to reassure pedestrians that their safety is being addressed.</p>
23457	Jenifer Williams		Yes, this plan looks great please implement it as soon as you can.	Ped. crossing on Cranford should be done right away.	Hills Road should be improved too
23456	Willow Scandrett		Please don't do nothing as some residents are suggesting. You need to improve Cranford St etc. before the CNC opens. In fact you need to do it whether or not the motorway opens.	All looks like good stuff - do it as soon as you can	Upgrade Hills Road too - so it has priority from Inners Road
23455	Briar Scandrett		I think it is very important that the CCC do all the improvements to Cranford St and Warrington St etc. before the CNC is open.	There is lots of good stuff in here and I want it all to be done	Up-grade of Hills Road so it had priority from Innes Road end



## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
23454	Sarah Clements	Ourvets St Albans (National Veterinary Care Ltd)	<p>Concern over proposed roading changes which will affect our business.</p> <p>Including:</p> <ul style="list-style-type: none"> <li>- Increase of traffic flow</li> <li>- Increase in car numbers</li> <li>- Loss of parking along Berwick Street</li> </ul> <p>Unsure on how far this will extend?</p> <ul style="list-style-type: none"> <li>- Access to our current off-street parking and business</li> </ul> <p>In terms of ability to turn into driveway safely or addition of traffic islands restriction</p> <ul style="list-style-type: none"> <li>- Uniqueness of our business in terms of timing and proximity of parking (veterinary hospital)</li> </ul> <p>Main business times match the peak traffic times (7.30am -10am and 4 -7pm)</p> <p>Emergency situations - easy and speedy access to the hospital for treatment</p> <p>Our elderly or mobility impaired clients would be disadvantaged</p> <p>Availability for staff parking - safety of staff</p> <ul style="list-style-type: none"> <li>- Concern over staff accessing their vehicles during winter hours especially</li> <li>- Majority of staff are young women</li> <li>- Increased risk to clients/staff due to decrease of boundary/proximity to road traffic</li> </ul>		
23453	Jo Wells and Craig Taylor		<p>-I strongly support the proposed arterial / distributor / collector improvements and local street traffic calming projects to manage the downstream effects of the northern corridor. Based on the traffic report I understand that some local roads (including Malvern and Roosevelt Streets) are expected to see a traffic increase in excess of 30% without the measures proposed in the transport management plan - this is unacceptable. Although alternative modes and more car-pooling can reduce traffic volumes, the traffic report states that volumes coming off the CNC from these, at least initially, are likely to be relatively small (effective measures might result in up to 10% reduction</p>	<p>-I strongly support the Stage 1 proposals occurring before the CNC opens in 2020. The measures proposed are critical to ensure traffic safety and efficiency, and avoid local roads becoming more heavily trafficked by rat runners.</p> <p>-However, I request that traffic calming on Roosevelt Street is undertaken as part of Stage 1. Roosevelt Street will experience an increase in traffic from rat runners if Cranford is congested. Cars already zip along this road and there have been many crashes at the Malvern / Roosevelt intersection in the last 10 years. I expect many motorists will turn right along Malvern</p>	<p>- Suggest signalisation of the Westminster/ Forfar intersection. Before and after school times, this is a really busy intersection with vehicles and pedestrians. It is very unclear for pedestrians when they are safe to cross as there is traffic turning from both directions. Often the pedestrians are young children, sometimes not accompanied by an adult. It is essential this intersection is considered and safety improvements are made before the CNC opens.</p> <p>-As noted above, I request consideration be given to other traffic calming measures on Malvern Street such as raised intersections with Roosevelt and Jacobs Streets, narrowed</p>

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
			<p>in traffic volumes). As such, I consider that other measures such as those proposed in the transport management plan will still be required.</p> <p>- I support the proposed clearway along Cranford Street as a way of providing for peak traffic in the morning and evening, and the potential for high occupancy vehicles. However I think this should be provided all the way to Bealey Ave. I also support the proposed upgrade options to Berwick, Madras and Barbadoes Streets.</p> <p>-I also support the proposed traffic calming at the Malvern Street and Dee Street / Cranford Street intersections (left in and left out only). Malvern Street is not a wide street and when both sides are fully parked (as happens on game days and most days at the Rutland Street end when the rugby team is in training) it is difficult for two cars to safely pass. Increased traffic movements will create further congestion and safety issues at this end.</p> <p>-In addition, there are many children and adults that cross mid-block to get to Malvern Park. The traffic report states that rat-running traffic on Roosevelt Avenue and Malvern Street would impact on access to the park and that traffic calming measures will be required to manage traffic volumes and speeds around the park. I support these conclusions and request that traffic calming measures are undertaken.</p> <p>-I support a reduced speed limit of 30km along Malvern and Roosevelt Streets and other local roads in our area as a further way of discouraging rat runners and maintaining safety of access to Malvern Park. I note that when Malvern Street is heavily parked, cars tend to travel at around 30km/h anyway so there will be little change to the speed environment.</p> <p>-I request consideration be given to other traffic calming measures on Malvern Street such as raised intersections with Roosevelt and Jacobs Streets, narrowed sections of the road with landscaping and mid-block raised platforms to support pedestrian access to Malvern Park.</p> <p>-With the inability to turn right off Rutland Street on to Westminster, this shunts drivers up to Malvern Street or Innes Road to turn right. Because of the cycle lane and parking spaces by Meschino there is insufficient</p>	<p>Street at this intersection when heading south along Roosevelt, thereby negating the effect of the proposed no right turn off Cranford onto Malvern Street. I consider this is a significant omission in the Stage 1 plan.</p> <p>-I also request that further traffic calming measures on Malvern Street (such as raised intersections with Roosevelt and Jacobs Streets, narrowed sections of the road with landscaping and mid-block raised platforms to support pedestrian access to Malvern Park) be undertaken as part of Stage 1.</p> <p>-I note the traffic report states that careful monitoring of traffic volumes on local streets is required between 2020 and 2031 to assess the benefits of traffic calming measures and any streets that are adversely impacted by rat running traffic as a result of drivers selecting alternative rat-running routes. I support this monitoring occurring and request that the traffic management plan expressly identify the possibility of further traffic calming measures for Malvern Street in Stage 2 should these be warranted on the basis of monitoring.</p>	<p>sections of the road with landscaping and mid-block raised platforms to support pedestrian access to Malvern Park.</p> <p>-As noted above, the introduction of traffic calming on Roosevelt Avenue needs to happen in Stage 1. The speed vehicles currently go down Roosevelt at is not safe - the road width and lack of traffic calming sees a lot of dangerous driving on this street. Given the high use of this street by cyclists and pedestrians (with a number of schools in the area) this needs to be addressed before the opening of the CNC. This is a significant omission of the stage 1 plan.</p>

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
			<p>space for a car to turn right onto Malvern (when heading north) and still allow traffic to pass northwards along Rutland Street. If Malvern Street became a favoured route to join Cranford there will be traffic effects at this point. Traffic wishing to go northwards at the Innes Road intersection is often stuck behind left turning traffic (heading west along Innes) waiting for cyclists. This also causes hold-ups on Rutland Street. For these reasons increased traffic on Rutland Street should be discouraged.</p> <p>-I think overall the plan is well-balanced. I agree with the approach of keeping the majority of vehicles on principal routes (arterials, distributors, and collectors) and mitigating impacts on local roads where possible, including on Rutland Street as it is a major cycle route. I support the proposal of keeping the bulk of the north-south traffic from the CNC on Cranford, Berwick, Warrington, Madras, Barbadoes, and Sherborne Streets – these are already traffic dominated streets.</p>		

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
23452	Vince Eichholtz		<p>I am OPPOSED to the project as it is currently recommended.</p> <p>BAN THE PLAN.</p> <p>(****Please note, I had saved a more detailed submission but am now unable to access it, so time constraints mean a much shorter submission will have to be sent)</p> <p>The Project is an old fashioned 1970's solution to a car-centric traffic flow problem focusing the solution entirely around vehicle JOURNEY TIMES, by increasing road surface space. It's LAZY TRAFFIC MANAGEMENT PLANNING.</p> <p>It is not a modern approach which would consider where and WHY more traffic is trying to use a limited road space and attempting to reduce the demand, not increase the access-this approach is never a medium-long term solution and only pushes the problem into the future for other more responsible people to have to solve.</p> <p>In the meantime it will destroy/divide a local community, endanger school children, pedestrians, cyclists and other road users for largely commuter traffic that is just point to point traffic.</p> <p>There is no regard to what type of traffic management we need and want for the future of our city. The council should be showing leadership in providing a more accessible city for walking, cycling and public transport and this extends to the wider community, not just the inner CBD.</p> <p>The CNC link from QE2 drive to Cranford Street was a mistake that many on the council now seem to acknowledge, however, that is a done deal, though it remains a 'lemon around the councils neck'. The DEMP plan only exacerbates this problems already created, but it is not too late to make significant changes to allow a future-proofed meaningful strategy.</p> <p>STOP BUILDING MORE ROADS FOR CARS-build roads and cars will come- eg the quick build up of congestion in the new Auckland Tunnel, and many, many other examples around the world.</p>	<p>There is still too much yet to be finalised until after the road is built. This simply is a way to ensure options are REMOVED/LIMITED rather than being 'best plan' for the school and children- ie traffic has priority! These should have been worked out IN ADVANCE, not afterwards.</p> <p>-Safe access to schools- 'a study' once the road is built</p> <p>-access to commercial centres- another 'study'</p> <p>-access to parks-'develop a plan'</p> <p>ALL SIDE ROADS WOULD NEED TO BE TRAFFIC FLOW MANAGED-ie narrowed to limit rat runners. It might be helpful to restrict Left turning traffic into Weston/Knowles and McFaddens roads but this will box those residents in even further-how will they access the road NORTH. More flow through McFaddens intersection north, or Innes Road going north will increase Intersection Light change times.</p>	<p>The OVERVIEW is missing</p> <p>What is the view of the city in future.....Wellington has it:  <a href="https://www.stuff.co.nz/dominion-post/news/wellington/111959538/talk-wellington-how-capital-streets-might-look-if-people-and-life-were-bigger-priority-than-cars">https://www.stuff.co.nz/dominion-post/news/wellington/111959538/talk-wellington-how-capital-streets-might-look-if-people-and-life-were-bigger-priority-than-cars</a></p> <p>WHY DOESN'T CHCH?</p> <p>The following is from my previous submission -I have found a copy, but do not have the time (in my lunch break) to edit it to combine with the above submission, so much will be repeated.</p> <p>Better too much than too little. NB: my above submission was not saved to allow me to continue to edit it again, but I kept a copy</p> <p>Earlier submission version:</p> <p>Under the previous government, the priority was JOURNEY TIMES and the short term goal was to increase roading CAPACITY-ie build more roads, throwing in a few Roads of National Significance. This is old fashioned traffic management thinking, which has rarely been shown to alleviate long term traffic congestion problems, more roads means more cars are attracted to use them. This is not Traffic Management as such, just roading management. Traffic management implies that all traffic is managed in the most effective and efficient manner and for the long time frame in the future.</p> <p>It is well understood that you will not get private vehicles owners to opt out of their cars when you are telling them that any traffic concerns will be solved by the increased roading capacity. A very short term improvement maybe, but medium to long term never...eg the recently opened Auckland tunnel.</p> <p>Many other heavily congested cities have found this out the hard way.</p> <p>This plan will divide the local community, only serve to move the congestion, lead to increased noise and air pollution, more health problems for residents by bringing more vehicles into heavily populated suburban and urban areas.....all a high development costs.</p>

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
			<p>The concept of more roading goes against the new governments focus of more public transport and people flow.....even the NZTA sees this, though a pity too late for the CNC link:</p> <p>'How dare they?' - Tauranga mayor lashes out at NZ Transport Agency over city traffic hold ups</p> <p><a href="https://www.nzherald.co.nz/business/news/article.cfm?c_id=3&amp;objectid=1221271">https://www.nzherald.co.nz/business/news/article.cfm?c_id=3&amp;objectid=1221271</a></p> <p>Our council and Mayor should have a different attitude to this problem for motorways cutting through and dividing SUBURBS.</p> <p>Cars commuting from Rangiora and Kaiapoi should not be transiting suburbs (nor should CHCH rate payers being paying for their sense of ENTITLEMENT to do so. They should be on Park and Ride (ie Bus), or Park and Cycle. The extra lane on the motorway should be a priority bus lane, continuing onto Cranford Street after the removal of parking to ensure that journey times are kept as quick as possible. This would require increased co-operation with ECan or the setting up of a Canterbury version of the Auckland Transport Authority. Parking in the CBD should be permitted for residents, otherwise PAID PARKING within the 4 Avenues and the extra revenue used to maintain the bus service.</p> <p>Consider Independent Traffic Engineer Alex Wilkes alternative plan.</p> <p>4 lanes of MOTORWAY traffic cannot and never will be able to be managed into arterial roading not designed for it. Brougham Street is a good example of this. The restriction to traffic flow from the necessary intersection light controls will guarantee queuing- You have to REDUCE TRAFFIC NUMBERS.</p> <p>The council should consider taking a lead in it's Climate Change Responsibilities-see article in Press Friday April 12th, page 5</p> <p>also: <a href="https://www.stuff.co.nz/the-press/news/111957244/climate-change-plan-aims-to-make-christchurch-carbon-neutral-ahead-of-2050-target">https://www.stuff.co.nz/the-press/news/111957244/climate-change-plan-aims-to-make-christchurch-carbon-neutral-ahead-of-2050-target</a></p>		<p>There are primarily 2 reasons for private vehicle use to the CBD, Single Point to point, and Single Point to Multiple point.</p> <p>There needs to be an integrated approach to managing traffic, giving individuals more than one reasonable option of travel. Before setting out on a journey a consideration should be made to how to make that trip. Fundamentally, if the trip is single point to point trip and leaving the vehicle parked for 4+ hrs then there is no rational argument to spending so much money tax payer money to achieve this (a Ride and Park option). This is better served all round being accommodated with a mass transit Public transport service (bus, and possibly later train once demand increases). The CHCH CBD is small enough for most people to walk to their destination within 10 minutes.</p> <p>So how to achieve this. It involves a change of mindset for CHCH, as has happened in many other places throughout the world. It may not have been initially popular, but the long term goal required this change, as it does in Christchurch. In very few places in the world would residents expect to be able to drive into the city centre, find somewhere to park all day FOR FREE within walking distance of the centre and then drive out again , and all with no queues or delays.</p> <p>NZ drivers have an exaggerated sense of entitlement when it comes to vehicle use.</p> <p>-Commercial vehicles a limited in their CBD delivery options to early morning and early evening when commuters and workers have ended their 8-6 shifts. This also also more glide time options, again spreading transport needs.</p> <p>How does this work?</p> <p>1/ Provide a good efficient fast option for point to point travel, in this case direct bus services on prioritised bus lanes during commuter periods, and regular services at other times.</p> <p>2/ Discourage 'take a chance' free parking trips by extending the area of PAID parking to cover the full CBD- ie 4 avenues, and hence making walking a more time consuming option. Residents parking permits extended....the additional CCC revenue can be used to manage this, assist the services and running costs of these</p>

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
					<p>buses (involves co-operation w E.Can, +/- Kiwirail)...setting up a Canterbury Regional Transport body would help alot.</p> <p>Local travel to be encouraged to consider walking, cycling, or taking local buses where possible. Shops could be encouraged to provide an offpeak goods delivery service from storage OUTSIDE the CBD.</p> <p>Inviting people to do the right thing, let alone encouraging them to NOT do the right thing will result in at best the status quo.</p> <p>The bad things with this plan</p> <p>Do you have any comments on the project stages?: Yes, the absurdity of implementing studies until AFTER road construction is clearly evident in this plan which limits the future solution options that will be available.</p> <p>Have we missed anything?: OMG YES, a rational long term traffic management solution, rather than the 1970's style plan that prioritises journey TIMES and VEHICLES and and additional ROAD. It also fails to meet the current government traffic management goals of prioritising public transport.</p> <p>It fails to address the needs of further generations of residents using a short term view of short term fixes</p> <p>- it fails to meet/utilise intergrated transport solutions.</p>

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
23451	Edy Eichholtz		<p>I am against the plan...Ban the Plan.</p> <p>The new government has a prioity of more public transport</p> <p>The extra lane on the motorway and the clearway to be created on Cranford Street should be made for a bus (+cycle) priority lane. Cars should not be encouraged to come in from as far as Kaiapoi or Rangiora, but should Park and Ride. Parking in the CBD should all be paid for within the 4 Avenues, with parking permits for residents.</p> <p>More space on the road means more traffic, not less.</p> <p>Plan for the long term future, not a short term fix.</p> <p>See the plan of Axel Wilkes plan Wilkes an independent traffic Management Engineer.</p>	<p>All aspects of the plan should have been properly worked out before the plan has been put out for discussion-ie access to schools, shops, parks etc.</p> <p>Rat runs must be stopped early in the process, not later on.</p>	<p>Look at Axel Wilkes plan-it has very good ideas.</p> <p>A walking and cycling city should be the priority, not a car city, lower speeds, MORE PUBLIC TRANSPORT.</p>
23450	R W Wright		<p>I have made the assumption that commuters and other people who would normally chose to park in the inner city, would respond to a convenient park &amp; ride service. With the reduced need for parking spaces the inner city could become more concentrated and have a reduced number of vehicles.</p> <p>I would urge that provision be made for modern trams. There is of course a large in initial cost with the construction tracks an overhead lines but long term they have proved economic as in Melbourne's case, where they have continued adding routes in recent years. With the planned road works soon to occur we have golden opportunity to make provision for them. I could go on at great length about the advantages of trams in a generally flat city not to mention the long term use of electricity. But I will close here and leave the rest to you.</p>		
23449	Pene Abbie	Board of Trustees, Papanui Street School	<p>Papanui Street School is a large contributing primary school situated in north west Christchurch. It caters for children attending school from Year 0 to Year 6 and has a school roll which moves from the low 500's at the start of the year to the high 500's by December of each year.</p> <p>At Papanui Street School we highly value our "family atmosphere" and a "sense of team" which is embedded in all we believe in. We consciously plan and encourage</p>	<p>We support the implementation of the SSCA areas (including the extended SSCA areas requested above) and all traffic calming measures within PSS school zone in Stage 1</p>	<p>The Papanui Parallel is part of Christchurch City's major cycle networks. We understand it has been very successful with approximately 1,000 cyclists and pedestrians using the Papanui Parallel each day. The school community has been a significant contributor to the success of the Papanui Parallel and we want to ensure that it continues to be a success and to grow in popularity.</p> <p>It is important that the traffic calming measures implemented within the PSS zone also significantly reduce</p>

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
			<p>syndicate, whanau and school-wide activities to ensure we maintain our family atmosphere and a sense of belonging. We value learning as a partnership between the school, our families and our community to support all learners. We make the most of our teachers' strengths, and our communities connections/initiatives, to provide many extracurricular learning and leadership opportunities.</p> <p>Paparoa Street School (PSS) is located at 120 Paparoa St. It adjoins Paparoa St to the north, the new Papanui Parallel cycleway and existing Rutland St Reserve to the east, Tomes Rd to the south and existing residential to the west. The Christchurch Northern Corridor runs parallel and adjacent to the eastern boundary of the PSS school zone.</p> <p>The Christchurch Northern Corridor Downstream Effects Management Plan (DEMP) identifies a number of local streets within our school's zone that are expected to be affected by a more than 30% increase in traffic by 2021 and 2031. Namely, McFaddens Rd, Weston Rd, Knowles St, Mathias St, Mays Rd, Rutland St and Tomes St.</p> <p>Overall, the Paparoa Street School Board of Trustees (BOT) is in support of the draft DEMP with amendments to some recommended projects. The specific elements that our submission relates to are outlined below, together with our reasons and proposed relief.</p> <p>Reducing congestion in the arterial roads</p> <p>We support the DEMP's focus on reducing congestion in the arterial roads where this reduces the number of local streets impacted by more than 30% additional traffic.</p> <p>Safe Speed Community Areas We support the DEMP's proposal to implement Safe Speed Community Areas within the PSS school zone.</p> <p>We request that the Safe Speed Community Areas (SSCA) 2 and 2B are extended to include all local streets within the area bounded by Cranford St, Innes Rd, Papanui Rd and Paparoa St. We request a permitted operating speed of 30km/hr within the SSCA's.</p> <p>We request an extension of SSCA's and a 30km/hr</p>		<p>crash risks for users of the Papanui Parallel, to continue to promote active travel as a safe, fun and effective alternative. To further enhance the success and patronage of the Papanui Parallel we have requested consideration be given to the provision of shared paths in McFaddens St, Paparoa St and Tomes St. We also consider that this step would act as a traffic calming measure by providing another disincentive for rat-run traffic to use these streets, and instead encourage them to use the main collector and arterial roads that are designed for commuter traffic.</p> <p>PSS school will shortly be commencing master planning for the school's future (next 50+ years). The master planning will consider the schools internal layout (in terms of buildings, play areas, shared spaces and pathways) and the schools street frontages (in terms of access to and from the school for our community and safety). Through the master planning process potential changes to our street frontages and layouts may be identified.</p> <p>We request the opportunity to raise these matters with Christchurch City Council (once our master planning is complete) so that any future CNC and/or Council traffic calming measures can incorporate/accommodate any changes to our street frontages necessary to make these spaces safe for our children and their families.</p>



## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
			<p>speed limit within the SSCA's to:</p> <ul style="list-style-type: none"> <li>- provide travel routes which are safe and encourage active travel options, including walking, cycling and scootering,</li> <li>- provide disincentives to rat-run traffic generated by the CNC project,</li> <li>- reduce the potential for increased traffic volumes and subsequent crash risks in local streets,</li> <li>- minimise the potential for existing rat-run traffic to worsen (in particular traffic travelling in north-south directions along Rutland St, Tomes St and Claremont St)</li> <li>- encourage commuter traffic and heavy vehicles to use the dedicated arterial/collector roads that bound the PSS school zone (Papanui Rd, Main North Rd, Innes Rd and Cranford St) and that are expressly designed for transporting larger traffic volumes, heavy vehicles and commuter traffic,</li> <li>- introduce consistency in terms of expected traffic behaviour to the wider area and avoid confusion amongst road users and pedestrians,</li> <li>- minimise signage (clutter) in the streets.</li> </ul> <p>The safety of our primary school age children and their families when travelling to and from school is paramount. We have requested the extension of the proposed SSCA's to encompass key roads close to our school as well as a 30km/hr speed limit because we understand that the chance of survival for a pedestrian when struck by a car travelling at 30km/hr is significantly greater than their chance of survival when struck by a car travelling at 40km/hr. We also note that adopting a 30km/hr permitted operating speed within the SSCA's will be consistent with the speed limits recently introduced in the Christchurch CBD.</p> <p>Traffic calming measures in local streets</p> <p>We support the DEMP's recommendations for traffic calming measures to be installed in local streets that are expected to be affected by a more than 30% increase in traffic.</p> <p>We support the introduction of traffic calming</p>		

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
			<p>measures in McFaddens St, Weston St and Knowles St, where these will disincentivise rat-run traffic and encourage active travel options.</p> <p>We request McFaddens St include a shared path to connect to the Papanui Parallel. This measure supports our desire to provide travel routes which are safe and encourage active travel options, including walking, cycling and scootering. In addition, this measure will provide another connection to the Papanui Parallel, which we understand is an already popular and successful major cycle route, and it will provide a further disincentive to rat-run traffic (through the associated reduction in the carriageway width to accommodate the shared path).</p> <p>We request consideration be given to the provision of entry only options at the intersections of McFaddens St, Weston St and Knowles St at their Cranford St intersections. This traffic calming measure will significantly disincentivise the All Day and PM peak effects generated by the CNC project.</p> <p>We also request consideration be given to the provision of shared paths in other local streets, in particular Tomes St and/or Paparoa St, to connect to the Papanui Parallel and support our desire to provide safe travel routes for our children and their families. These measures will further disincentivise rat-run traffic and significantly reduce crash risks in key roads close to our school.</p> <p>We request PSS participation in traffic calming options development to ensure our concerns above are addressed, including our desire to provide safe travel routes.</p> <p>We support monitoring of the actual impacts generated by the CNC project, to monitor the effectiveness of traffic calming measures and guide future decision making in relation to further traffic calming measures.</p> <p>We request PSS are informed of the modelling results over time and request participation in any proposed changes to traffic calming measures resulting from the monitoring results.</p>		

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
23448	Douglas Hetherington		<p>There seems to be a lot of wait and see rather than proactive prevention. This would be fine as long as there are specific measures (With secured remedial budget) which trigger action. For example. 'If peak cars per hour goes above 100 on this road we will add raised sections to the road.' If that doesn't work 'We close the road off at one end'. My concern is it will open and everyone will forget about us and we have to live in a traffic congested shell of a nice community. Beyond the 1st phase there will be no budget and everyone will be off working on new shiny projects.</p> <p>Living on Mersey I'm pleased to see the traffic calming in phase 1. However my concern is it light calming won't be enough to prevent is seriously impacting our lives. My preference would be to turn it into a big cul-de-sac.</p> <p>As part of the traffic calming I think it's important to think about GPS routing algorithms and making these roads less attractive for them. This could be road class changes, lots of turn restrictions, increase junctions or very low speed.</p> <p>As with many others I also have a concern about the house price impacts of these changes and the lack of any 'carrots' for residents.</p> <p>At the moment it seems as if we're going to get thousands of extra cars and with a bit of luck some traffic calming. This isn't fair if it knocks 100k off the value of your house. Would you like that?</p>	I think there needs to be more calming / turn restrictions / blocking on Mersey, Dee, Malvern, Westminster.	<p>I think looking at 2 lanes into town on Cranford and 1 out. Then the opposite on Papanui -&gt; Innes creating a ring onto the CNC. This in my opinion would reduce the impact on St Albans to 1/2 of the day and also provide a higher capacity route as signalling could be simplified.</p> <p>I think working with GPS companies (Google, Here, TomTom) to ensure the residential roads have a less preferable weight to the main routes even at peak time would be a cost effective way of reducing traffic across all the impacted side streets.</p>
23447	Ngahuia Te Ata Kaimanuawa Freed		<p>STOP!</p> <p>CAN THE PLAN - get rid of the car centric, out dated Downstream effects management plan.</p> <p>CCC, ECAN, WAIMAK DC, NZTA, start working together, and implement traffic demand management strategies NOW!.</p> <p>The deadline is irrelevant. The DEMP plan will damage our community irreparably. Until we are presented with a plan, which puts the community first and is in line with the longterm strategic goals of the council and central government, the extension stays shut.</p>	The project stages are ambiguous and nothing is clear.	Yes the community feedback for the past 12 years saying NO to this scheme, and yes to Traffic Demand Management ie public transport.

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
23446	Mark Wilson	Resident of the community being split in 2	<p>Consultation on Downstream Effects Management Plan, Northern Arterial Extension</p> <p>April 2019</p> <p>1) STOP!</p> <p>2) CAN THE PLAN - get rid of the car centric, out dated Downstream effects management plan.</p> <p>3) CCC, ECAN, WAIMAK DC, NZTA, start working together, and implement traffic demand management strategies NOW!.</p> <p>The deadline is irrelevant. The DEMP plan will damage our community irreparably. Until we are presented with a plan, which puts the community first and is in line with the longterm strategic goals of the council and central government, the extension stays shut.</p> <p>The alternate plan the community have produced featuring bus lanes and a holistic view of the issue of car congestion and pollution is an excellent start. As one of the people heavily involved in increasing community awareness of this, I am happy to assist the council in implementation of this Traffic Demand Management Plan.</p> <p>Now to things I am sure all the CCC planners and interested parties of the NArt/DEMP already know but I will reiterate.</p> <p>CCC Strategies/Policies it goes against</p> <p>Here are some but not all of those long term goals which the DEMP does not meet, and in most cases causes negative outcomes.....</p> <p>Christchurch Transport Strategic Plan 2012</p> <p>4.1.1 Reshaping travel demand to reduce emissions and oil dependence.</p> <p>4.1.2 Investing in green infrastructure and enhancements increasing resilience and improving air quality by reducing our dependency on oil.</p> <p>Christchurch Transport Strategic Plan 2012 - Technical Appendices (CTSP-TA)</p>	<p>As above the project stages put cars first, people and communities last.</p> <p>How can the council honestly implement a plan which will cause such harm to a community and expect the residents to pay for it.</p>	<p>Yes</p> <p>TRAFFIC DEMAND MANAGEMENT, GLOBAL WARMING, LOCALISED POLLUTANTS, INCREASED DANGER TO RESIDENTS ESPECIALLY CHILDREN, THE REST OF THE WORLD IS TRYING TO MOVE PEOPLE, WE ARE LOCKING OURSELVES INTO CONTINUING TO MOVE ONE PERSON (75kg) PER 1500kg (ratio of 1/20) OF METAL AND FUEL, ALL THE WHILE OUR CHILDREN ARE SCREAMING AND PLEADING FOR US TO STOP THIS MADNESS.....</p> <p>..... SO YES THE COUNCIL HAS MISSED SOMETHING.</p>

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
			<p>Health Impact Assessments (HIA) based on a study undertaken by the Canterbury District Health Board into the 'Health and Wellbeing Impacts of Transport Planning, 2010'</p> <p>(HIA) 2.4.1 Focus Areas. 1) Making transport safe for people, 2) Creating real transport mode choice, 3) Building healthier environments.</p> <p>(HIA) 2.4.2 Key populations of interest. Consideration of those with greatest social and economic needs, enabling accessibility for all, ensuring transport disadvantaged people can access services/transport to work, providing affordable transport options, especially within the elderly, low socio-economic, children / young people and disabled communities.</p> <p>3.3.1 Making transport safe for people.</p> <p>3.3.2 Creating real transport mode choice for all people.</p> <p>4.2.1 Support a future based on high levels of active and public transport, support a transport system that understands and reflects the needs of people rather than a focus of moving vehicles.</p> <p>4.2.2 The CTSP objectives should provide the guiding principles for all transport projects and programmes in Christchurch.</p> <p>Appendix C Liveable Streets objectives 1) Improved amenity and context sensitive design and management: The design and management of each road segment considers the surrounding conditions and circumstances of each road corridor in order to determine the most appropriate appearance/layout and the appropriate operational management (speed limits, parking restrictions etc).</p> <p>Government Policy Statement / Transport- (some key areas)</p> <p>Safety 2.2, (21&amp;37) Healthy travel options for cyclists and pedestrians, improving the safety of cycling and walking is key to getting more people to mode shift, also gives people the option of mode of transport.</p> <p>Access 2.3 (46-60) Investing for improved access guided by, reducing single occupant vehicle trips. The transport</p>		

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
			<p>system contributes to liveable cities by providing easy and efficient access to effective transport choice.</p> <p>(69-71) Inviting public places. Creating spaces that are attractive and safe for people to sit, gather, walk and cycle.</p> <p>(74) Increasing public transport capacity and intermodal connectivity, public transport to support new housing areas and regeneration of existing housing areas, new options that reduce the need for single occupant trips.</p> <p>(85-95) Increased mode shift from private vehicle trips to walking, cycling and public transport.</p> <p>Environment 2.4 (108-118) Reduce greenhouse gas emissions from transport.</p> <p>(119-124) Reduce transports negative effects on the local environment and public health.</p> <p>Some community perspective</p> <p>From a community perspective DEMP negatively impacts greatly on St Albans, Mairehau, and Edgeware.</p> <p>Below is a concerns/effects list which is by no means comprehensive but is none the less quite extensive.</p> <p>Overall</p> <ul style="list-style-type: none"> <li>-DEMP is against all current global trends regarding movement of people within an urban environment.</li> <li>-DEMP puts traffic first and community last.</li> <li>-DEMP has only monitored and modelled car flow, no other modes.</li> <li>-DEMP hasn't considered community at all, until 3 -12 years away and these studies/plans may not even be implemented.</li> </ul> <p>INCREASED TRAFFIC Suburban Roads (traffic calming roads / non arterial roads ie Malvern St, Francis Ave, etc)</p> <ul style="list-style-type: none"> <li>-Increased traffic on community streets, nothing about reducing the traffic in DEMP</li> </ul>		

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
			<p>-The DEMP projected traffic volumes are very hazy, over 30%, under 30%, how can you produce any plan with such limited data? The actual data tells a different story, over 30% = about 100% immediately, under 30% = we dont really know.</p> <p>-Entering arterial roads will be difficult/dangerous from community streets, due to arterial roads with a traffic increase of up to 100% daily. Right turns basically wont be able to occur, so we will have to drive multiple blocks (effectively rat running) to get to a place to make a left turn to enter the arterial in the direction we want to go.</p> <p>-Traffic calming measures dont always work.</p> <p>-Traffic calming measures are a hindrance to residents access to properties.</p> <p>-More obstacles on the roads, makes the roads more dangerous people become more aggressive, frustrated, agitated on community streets</p> <p>INCREASED TRAFFIC Main routes</p> <p>-Increased traffic in the community, nothing about reducing the traffic (traffic demand management) in DEMP</p> <p>-Clearways on suburban streets are complicated to utilize effectively, with regular enforcement of fines and car removal required on an hourly basis. Car removal takes time, is noisy and inconvenient for residents on an ongoing basis</p> <p>-No details of what will actually happen to main routes roads in DEMP.</p> <p>-The main route corridor has not been built for this volume of traffic to be funnelled into it. These roads in most circumstances have already been widened, no more widening can happen, other than taking away the footpath (is that part of the plan?).</p> <p>-'Induced demand' (build roads and they will fill up with cars ALWAYS) is a proven consequence of putting more lanes on roads, the DEMP doesn't address this internationally accepted term.</p> <p>INCREASED DANGER (DRIVING)</p>		

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
			<p>-More cars = More speed( speed restrictions don't actually stop people speeding) = More dangerous driving = More accidents = More harm to our community.</p> <p>-Increased traffic management infrastructure complicates traffic flow and makes movement with the community more dangerous, ie u turns to access other side of the road, multiple turns to access other side of the road etc.</p> <p>INCREASED DANGER (BIKING)</p> <p>-Funnelled traffic means very little space on main route for cyclists, which means more danger.</p> <p>-Cycleways aren't direct routes and don't provide adequate consideration for cyclist originating from within the community.</p> <p>-School children cycling not adequately provided, and an expectation of children needing to be dropped off at school will result, increasing in traffic volumes and reducing the exercise and over physical health and skills of children with our community.</p> <p>INCREASED DANGER (WALKING)</p> <p>-Footpaths will be right next to live traffic on main routes with clearways taking buffer away.</p> <p>-Grass verge buffer may also be lost on main route roads as road widening on roads that cant be widened anymore takes place.</p> <p>-Mobility scoters and other pedestrian vehicles will find access on narrowed paths difficult to navigate especially if live traffic lane is beside.</p> <p>-Crossing of arterials will be limited to signalised intersections on main route, thereby making pedestrians walk up to hundreds of meters to cross to the other side of the road, ie Cranford St.</p> <p>INCREASED ENVIRONMENTAL POLLUTION</p> <p>-No mention of any pollution consideration in DEMP -No mention of any consequences of pollution in global terms in DEMP</p>		



## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
			<p>-No mention of any localised consequences of pollution in DEMP ie PM10 PM2.5 particulates.</p> <p>-No monitoring of pollution levels past/present or future arising from the increased traffic volume from DEMP.</p> <p>INCREASED NOISE POLLUTION AND VIBRATIONS</p> <p>-No mention of noise pollution / vibrations in DEMP.</p> <p>-No mention of consequences to community of increased noise pollution and vibration damage to property.</p> <p>-No effective monitoring of noise pollution past present or future in DEMP.</p> <p>DECREASED COMMUNITY ACCESS</p> <p>-The DEMP effectively splits the community in 2 with rased medians and other obstructions on Cranford St and double the volume of traffic (not over 30% but 100%) on the main route.</p> <p>-Access from onside of the road to the other along the main route will become extremely difficult / dangerous, and impossible at peak traffic times of the day, if not crossing by a signalised intersection.</p> <p>-Localised pollution levels at the signalised crossings will be significant and unavoidable if community members wish to cross the road safely.</p> <p>-Movement around the community is only considered after traffic flow has been maximised and prioritised first.</p> <p>-Community access to important amenities only considered, and a plan implemented up to 12 years away.</p>		

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
23444	Dirk De Lu	Spokes Canterbury	<p>Spokes notes that the proposal for the Northern Arterial Extension fails to meet Council policy or the community's needs while neglecting travel demand management (TDM) measures that reduce the volume of vehicles coming down the Christchurch Northern Corridor, CNC and into the St Albans road network and into the city. Spokes opposes the plan as presented. Spokes is not in support.</p> <p>To that end Spokes asks Council to:</p> <ul style="list-style-type: none"> <li>ï· Build local cycle networks in the north east from Cranford St to the coast</li> <li>ï· Create a major north south cycle priority route to serve the north east</li> <li>ï· Create more cycle access points along the N Motorway Ext cycle way</li> <li>ï· Redirect the \$15 million of funding to ECan to increase the frequency and number of buses which can move commuters from their cars to the bus.</li> <li>ï· Make bus lanes on the Northern Arterial permanent 24/7</li> <li>ï· Make Manchester at Bealey Ave open to buses only</li> <li>ï· Create Park &amp; Pedal lots and Park and Ride lots north of the city and on the outskirts</li> <li>ï· Remove free all day on street parking within one kilometer of the city centre</li> <li>ï· Reinstate the free central city shuttles</li> <li>ï· Work with other entities to reinstate passenger rail</li> </ul> <p>(Council is encouraged to read this piece on a better approach from a noted transport planner</p> <p><a href="https://talkingtransport.com/2019/03/17/can-the-plan/">https://talkingtransport.com/2019/03/17/can-the-plan/</a></p> <p>History</p> <p>Both Spokes and The St Albans Residents Association have advocated for a holistic approach to travel and city</p>		

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
			<p>living through the submission process. For Spokes, it has been at least since 1998.</p> <p>The people of St Albans have been lobbying for a range of traffic mitigating initiatives since the removal of the northern arterial designation for the area in 1989.</p> <p>It is well known that we cannot build our way out of car congestion. We do not have the space or resources. In spite of this the last central government remained obsessed with catering to single-occupancy vehicles.</p> <p>Planning for Failure</p> <p>This plan effectively severs the northern area of Christchurch limiting options for active transport while reducing safety for people who walk, cycle, scooter, etc. The proposed works wastes millions now and more millions to make it right in the future. Active and public transport are disadvantaged and car congestion is assured.</p> <p>Council has the opportunity to cease spending good money after bad by focusing on Travel Demand Management, TDM implemented through public and active transport. The project's misguided and doomed to fail High Occupancy Vehicle Lane proposal is not TDM.</p> <p>Council aspires to create a city that people would like to live in first and foremost. This plan undermines Council goals of carbon neutrality, sustainability, true transport mode choice and for "safe, healthy and livable communities" with this plan.</p> <p>Hundreds of millions of dollars have been spent to make the central city an attractive, vibrant and interesting place to live. It is preferable for further money to be spent on making it an affordable place to live rather than on roading for commuters.</p> <p>This plan saddles ratepayers with unaffordable roading construction and maintenance and burdens commuters with high transport costs and long travel times too often in gridlock.</p> <p>The future success of Christchurch is dependent not on continuing this debacle, but on providing housing close to employment and providing sustainable multi-modal</p>		

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
			<p>transport.</p> <p><a href="https://www.stuff.co.nz/motoring/news/65216195/null">https://www.stuff.co.nz/motoring/news/65216195/null</a></p> <p><a href="http://www.metronews.ca/views/opinion/2017/01/03/math-myth-busting-our-worst-urban-planning-misconceptions.html">http://www.metronews.ca/views/opinion/2017/01/03/math-myth-busting-our-worst-urban-planning-misconceptions.html</a></p> <p>Council and ECan need to work together on this project and consider transport planning from a holistic perspective. The present disconnect leads to piecemeal reactive responses which fail to achieve multi modal transport policies while burdening ratepayers and road users. Excusing the waste of \$15 million now and more as a consequence of a lack of legislative or organizational arrangements to do otherwise is not acceptable.</p> <p>We are better served by doing nothing and allowing commuters to experience why they may wish to bike, car pool, take the bus or move into the city.</p> <p>Faults &amp; Alternatives</p> <p>This plan contains three stages prioritized to continue car dependence and failure. The first stage facilitates movement of motorized vehicles. Road safety, active transport and quality urban communities are primarily relegated to stages 2 and 3 for monitoring, assessment, feedback and consideration sometime in the future, maybe. Prioritizing car transport disadvantages communities and other transport modes. They are in conflict.</p> <p>The proposal to divert people on bikes from St Albans and areas east kilometers or more to access the Papanui Parallel from areas east of Cranford Street is merely a stop gap which does not serve the needs of people who would like to cycle from the wider area. Major Cycle Routes well connected by local cycle networks are what is needed.</p> <p>The provision of safe cycling routes within and to the city from Burwood, Prestons, Marshland, Mairehau, Shirley, St Albans and eastern suburbs are core to a successful TDM initiative. Excellent east/west cycle networks are needed. To meet the needs of residents and commuters an excellent connection to the Northern Motorway Extension cycle way to a direct</p>		

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
			<p>cycle route to the central city is needed now. The construction of additional North/South cycle routes needs to be prioritized. E bikes allow greater distances for people who cycle commute. Ideally forward looking transport planning would have put it in place before or no later than the opening of the CNC.</p> <p>Cranford Street will no longer be a cycling option for even the most competent and confident cyclist. The cycle safety initiatives in the surrounding streets will fall far short of what is expected for a city where uptake of new cycling infrastructure by the ‘interested but concerned’ has exceeded expectations. Local cycle networks are long overdue.</p> <p>Spokes strongly urges that the initiatives for cycling as outlined in Stage Two be greatly expanded and implemented as soon as possible, including the 30 km/h speed restrictions in streets that are expected to receive increased rat running traffic from 2020 onwards.</p> <p>In addition to Edgeware Road, Westminster Street, McFaddens Road, Manchester Street, Courtenay Street add Malvern Street, Weston Road, Knowles Street, Caledonian Road. Quickly develop suitable north/south cycle routes east of Cranford Street.</p> <p>Congestion reduction and livable neighborhoods will be achieved by focusing on TDM and public and active transport. Implementing TDM and active transport prior to the CNC and Cranford St widening the more likely the people of St Albans and people who would like to cycle will regain confidence that their concerns are being addressed.</p> <p>Many of these initiatives are affordable and should not be put off waiting upon expensive monitoring and assessing which may go unheeded. Quiet Streets can be designated immediately.</p> <p>The message sent will be clear: those who walk, ride bikes (or wish to start) are welcome and can travel safely to where they need to go. The message in the current plan is however clearly, “You don’t really matter”</p> <p>With full implementation of the recommendations made in this submission monitoring of traffic will give a</p>		

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
			<p>better indication of what further options may be required and these can be selected and prioritized on an as needed basis and with empowered engagement by residents, active and public transport users and all road users.</p> <p>But the “Experts” Say</p> <p>It is evident that past and present traffic planning in Christchurch prioritized the movement of vehicles first and foremost to the detriment of livability, cycle and pedestrian safety, health benefits, and shunned the importance of mixed mode transport options. That this is clearly still the dominant transport approach as evidenced here is disastrous.</p> <p>Too often Councillors find themselves confronted by ‘experts’ and staff, who wave the red and yellow flags on submissions. “Too late, Out of Scope, Too expensive, Unrealistic” are frequently used to dismiss submitter’s concerns, when concerns are addressed at all.</p> <p>The world of transport planning has generally acknowledged we cannot build our way out of gridlock. This proposal is no exception. We can face up to this reality, or we can give in to inertia, status quo and fears of political consequences and have a city not fit for purpose, saddled with debts.</p> <p>Tauranga has figured this out and made this short video</p> <p><a href="https://www.youtube.com/watch?time_continue=100&amp;v=PQmUZK_Glzg">https://www.youtube.com/watch?time_continue=100&amp;v=PQmUZK_Glzg</a></p> <p><a href="https://www.citylab.com/transportation/2015/11/california-dot-admits-that-more-roads-mean-more-traffic/415245/?fbclid=IwAR0EQ1XASDSoHxw1VrsMMopZfo-XOOs14Cg-0x95yDmFV1sIV7Qdj7AjuUQ">https://www.citylab.com/transportation/2015/11/california-dot-admits-that-more-roads-mean-more-traffic/415245/?fbclid=IwAR0EQ1XASDSoHxw1VrsMMopZfo-XOOs14Cg-0x95yDmFV1sIV7Qdj7AjuUQ</a></p> <p><a href="http://www.ucl.ac.uk/street-mobility/toolkit">www.ucl.ac.uk/street-mobility/toolkit</a></p> <p><a href="http://www.theatlantic.com/business/archive/2015/10/driving-true-costs/412237/">http://www.theatlantic.com/business/archive/2015/10/driving-true-costs/412237/</a></p> <p><a href="https://www.wired.com/2014/06/wuwt-traffic-induced-demand/?mbid=social_fb">https://www.wired.com/2014/06/wuwt-traffic-induced-demand/?mbid=social_fb</a></p> <p>Council knows that making the city a great place to live is not achieved by car congestion, pollution and unsafe</p>		

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
			<p>roads for residents and those who choose active and public transport. The very residents Council wishes to attract and retain are the people who have chosen to have their homes, lives and communities close to the central city to enjoy the benefits. Yet this plan undermines just what Council has identified not only as important, but required for our city to succeed.</p> <p>For far too long Councils and Councillors have been unwilling to confront the dead end of transport based primarily on single occupancy vehicles, too many people like their cars. Now we are up against the consequences of the bad choices made. Carrying on leads us to ever more money needed to fund road building, ever increasing rates, more time in gridlock, blighted neighborhoods and ecological collapse. Politicians are often slated for failing to stand up to do what must be done until it is too late. There is always a 'good reason' for bad decisions. Will you be able to explain this one credibly to current and future generations? Cars are not the future, even if electric.</p>		
23443	Sarah O'Keefe		<p>Has making Barbadoes a one way South and Madras one way North been considered? If they were 2 lanes, then parking wouldn't need to be taken away, especially from the local businesses.</p> <p>Why is Papanui Road not taking more over flow from the motorway? Instead on pushing traffic into smaller streets, which people buy houses on for a reason!</p>	<p>Stage 1 - Westminster and Cranford St intersection definitely needs an upgrade. The lights are too short to get enough cars through off Westminster St. During the day only 3 cars can get through.</p> <p>Putting light at Barbadoes and Warrington, is a good idea, but how will traffic get out of Flockton and turn right as the lights will hold up traffic - or will Flockton get its own lights?!. Turning left means pushing traffic into the side streets to get onto Barbadoes, or going to Hills road intersection and turning right there is near impossible - from either direction!! Maybe turning arrows will help?!</p> <p>Living in Crosby St, using Flockton is our main way into town, we can use Aylesford St, however turning right into Hills road is a nightmare!</p> <p>Are we expected to go north to Cranford St to get into town or local shopping areas? We are going to be locked in!</p>	<p>Create an incentive for North Canterbury people to bus or ride share! Why should our suburbs and streets have an increase of traffic for people living out of Christchurch?! Especially since they don't pay Christchurch City Council rates!!!</p>

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
23442	John Inglis		The plan as it is proposed does nothing to really discourage using their cars, despite HOV lanes etc. being mooted. There needs to be a major disincentive for people outside the area to use their cars and instead adopt other forms of transport to reduce the downstream effects to St Albans and to reduce the sheer number of cars coming into central Christchurch. I have to endorse in principle the ideas of Mr Axel Wilkie which you will no doubt be familiar with.		Yes, the opportunity to reduce the number of cars & the reliance on these as a form of transport. And in a very small way start to mitigate the effects of climate change to which cars are a major contributor. Remember 'every marathon starts with the first step'
23441	Frank Hill (as Property Manager)	Kiwione Investment Trust	Kiwione Investment Ltd own the shops at 565-571 Bardadoes St and would be concerned about any impact of the planned changes especially if were proposed to remove Parking, etc. We note the plan for this street is now being scoped. Please keep us updated with progress.		
23440	Francine Bills		<p>Intersection Improvements</p> <ol style="list-style-type: none"> <li>1. I am in favour of improvements to the intersection of Westminster and Cranford Streets. This intersection should be made into a Barnes Dance. This would make it much safer for pedestrians. As to traffic flow, at the moment if there are pedestrians crossing, both straight-through &amp; turning traffic waits for 3 or 4 phases to proceed, because it is held up by turning traffic waiting for pedestrians. Rather than holding up traffic flow, a Barnes Dance would actually improve it.</li> <li>2. A Barnes Dance at Berwick/Cranford would also make a safer intersection.</li> <li>3. Keeping the parking status quo at these intersections will promote pedestrian safety. Traffic is more cautious where vision is restricted by parked vehicles.</li> <li>4. The round-about at Madras &amp; Warrington intersection works well even at peak hour. The real trouble with installing traffic lights instead is that these are very inefficient at off-peak times. There is too much waiting for a green light when there are very few if any vehicles to give way to. The lights at Rutland/St Albans Streets are a case in point: so often there is absolutely no traffic or bicycle - movement at all. I believe changing to lights at that intersection was a big mistake, and it shouldn't be repeated at Madras/Warrington.</li> </ol> <p>Traffic Calming Measures for Mersey Street</p>		



## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
			<p>As a Mersey Street resident for 39 years I believe the street has enough features that make it unattractive for rat running. It has narrowed intersections, give way signs, stop signs, a bend, tall trees that increase the perception of narrowness, and usually quite a few cars parked along it. The narrow, blind corner at the south end makes entry, exit &amp; excessive speed especially difficult.</p> <p>I am therefore against the construction of further traffic calming measures. Besides the disruption caused by construction, extra measures will restrict residents' parking and only make Mersey Street more difficult for residents to use.</p> <p>Computer modelling has resulted in an unnecessary &amp; illogical traffic calming proposal for Mersey Street.</p> <p>I believe that the proposed clearway should not be constructed as it is not forward-looking: a much more acceptable investment is in developing public transport systems that help alleviate climate change, rather than contribute to climate change by making it easy to use private vehicles. This surely goes against Christchurch City Council carbon-neutral policy.</p> <p>In support of my opposition to the proposal, and in support of my community, I make these additional points:</p> <ol style="list-style-type: none"> <li>1. Cranford Street is primarily residential. Besides suffering from the increased traffic, the many Cranford Street residents will have the daily burden of reorganizing their parking, lack of safety &amp; difficult access during rush hour. It will create an unfair social imbalance. How galling to have to do this simply to allow commuters' cars to get past!</li> <li>2. To partly rectify this social imbalance requires some lateral thinking, and examination of the statistics. Currently 12% of commuters (15% pre-quakes) have the central city as their ultimate destination (statistics supplied by CNC Alliance team, via Ann Campbell, Senior Engagement Adviser). That leaves 88% who wish to go east, west or right round to the south.</li> <li>3. So instead of continuing to channel traffic along Cranford Street you should examine how traffic can be dispersed towards its ultimate destination sooner. You</li> </ol>		

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
			<p>could make it easier for them to disperse west at Innes Road. Give turning traffic the priority.</p> <p>4. Channeling even a single lane of peak hour traffic along Berwick Street will only move the congestion further south onto Berwick and Warrington Streets. They are not suitable as 'feeder' roads.</p> <p>5. It is a particularly illogical and old-fashioned idea to channel traffic even closer into the central city before it heads out again.</p> <p>I question whether this plan will enable commuters to work the commuting life style more easily, but whatever results it will be definitely at the expense of our peaceful and cohesive lifestyle. The justifications of this plan are a shocking indication that the importance of other communities north of Christchurch and of those around the Main North Road and Marshlands Road is ahead of ours.</p>		
23439	David & Letitia Moorhouse				<p>Subject: D&amp;L Moorhouse = Northern Arterial Downstream Effects Management Plan submission - CAN THE PLAN - I support the community's alternative plan.</p> <p>Thank you for the opportunity to submit on the Northern Arterial Downstream Effects Management Plan (plan).</p> <p>We don't support any of the options as they all result in accommodating more cars to move through the Inner City, resulting in negative effects that will then have to be mitigated.</p> <p>The additional traffic that the plan seeks to accommodate will result in loss of amenity, quiet enjoyment, safety and community cohesiveness.</p> <p>Cranford St will become a rigid barrier fragmenting St Albans. Similar outcomes await Madras and Barbadoes Sts.</p> <p>Streets such as Malvern and Dee, will suffer the same fate as Weston and Knowles; dividing them into two disconnected halves means they are unavailable as lowly trafficked streets enjoyed by cyclists and walkers.</p> <p>The plan also completely rides roughshod over the local community, asking us to pay for road changes that diminish our neighbourhood, for the advantage of people</p>

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
					<p>who neither live nor work here but merely transit through our community.</p> <p>What we do support is an alternative proposal as described here:  <a href="https://talkingtransport.com/2019/03/17/can-the-plan/">https://talkingtransport.com/2019/03/17/can-the-plan/</a></p> <p>We would like to speak to the community board as part of the submission process.</p>
23438	Asher Foster				<p>Subject: Asher Foster = Northern Arterial Downstream Effects Management Plan submission - CAN THE PLAN - I support the community's alternative plan.</p> <p>Thank you for the opportunity to submit on the Northern Arterial Downstream Effects Management Plan.</p> <p>I don't support any of the options as they all result in accommodating more cars to move through the Inner City, resulting in negative effects that will then have to be mitigated.</p> <p>What I do support is an alternative proposal as described here:  <a href="https://talkingtransport.com/2019/03/17/can-the-plan/">https://talkingtransport.com/2019/03/17/can-the-plan/</a></p>
23437	Frank Hill		<p>Yes - As per my original submission I would like to see the traffic calming measures proposed for Roosevelt Ave introduced as part of Stage 1 - not left for a later date. Traffic turning west from Cranford onto Innes is very likely to use Roosevelt for rat running unless these measures are implemented.</p>		

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
23436	David Bishop				<p>Subject: David Bishop = Northern Arterial Downstream Effects Management Plan submission - CAN THE PLAN - I support the community's alternative plan.</p> <p>Thank you for the opportunity to submit on the Northern Arterial Downstream Effects Management Plan.</p> <p>I don't support any of the options as they all result in accommodating more cars to move through the Inner City, resulting in negative effects that will then have to be mitigated.</p> <p>What I do support is an alternative proposal as described here:</p> <p><a href="https://talkingtransport.com/2019/03/17/can-the-plan/">https://talkingtransport.com/2019/03/17/can-the-plan/</a></p>
23435	Ruth Carson				<p>Subject: Ruth Carson = Northern Arterial Downstream Effects Management Plan submission - CAN THE PLAN - I support the community's alternative plan.</p> <p>Thank you for the opportunity to submit on the Northern Arterial Downstream Effects Management Plan.</p> <p>I don't support any of the options as they all result in accommodating more cars to move through the Inner City, resulting in negative effects that will then have to be mitigated.</p> <p>What I do support is an alternative proposal as described here:</p> <p><a href="https://talkingtransport.com/2019/03/17/can-the-plan/">https://talkingtransport.com/2019/03/17/can-the-plan/</a></p>
23434	Cameron Bradley		<p>I think the proposals will make Cranford Street a pretty horrible place to live, go to school/work/sport or travel down by any means other than a car. Exceptional focus will be required on the compensation for this in the form of alternative cycleways etc. Perhaps some additional compensation should be provided for people living/working along Cranford Street itself also.</p>	<p>I would appreciate especially the cycling, school, recreational and business mitigation measures to be brought forward as early as possible.</p>	<p>I believe much less focus would need to be given to mitigation if PT was truly prioritised through the corridor from Waimak to Christchurch. Attractive park 'n' rides towards the south of Kaiapoi, bus lanes from Tram Road to the city centre via both Main North/Papanui Roads and the Northern Arterial and increased bus frequencies would provide massive incentives to take public transport especially in the current hectic morning peak. I support Axel Wilke's proposal as presented to Environment Canterbury, the Christchurch Housing and Transport Club, Generation Zero and others.</p>

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
23432	Mark Cox				<p>Subject: MARK COX = Northern Arterial Downstream Effects Management Plan submission - CAN THE PLAN - I support the community's alternative plan.</p> <p>Thank you for the opportunity to submit on the Northern Arterial Downstream Effects Management Plan.</p> <p>I do not support any of the options as they all result in accommodating more cars to move through the Inner City, resulting in negative effects that will then have to be mitigated.</p> <p>What I do support is an alternative proposal as described here:</p> <p><a href="https://talkingtransport.com/2019/03/17/can-the-plan/">https://talkingtransport.com/2019/03/17/can-the-plan/</a></p>
23431	Pauline Oliver				<p>Subject: Pauline Oliver = Northern Arterial Downstream Effects Management Plan submission - CAN THE PLAN - I support the community's alternative plan.</p> <p>Thank you for the opportunity to submit on the Northern Arterial Downstream Effects Management Plan.</p> <p>I don't support any of the options as they all result in accommodating more cars to move through the Inner City, resulting in negative effects that will then have to be mitigated.</p> <p>What I do support is an alternative proposal as described here:</p> <p><a href="https://talkingtransport.com/2019/03/17/can-the-plan/">https://talkingtransport.com/2019/03/17/can-the-plan/</a></p>

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
23430	Barbara McCartney				<p>Subject: Barbara McCartney = Northern Arterial Downstream Effects Management Plan submission - CAN THE PLAN - I support the community's alternative plan.</p> <p>Thank you for the opportunity to submit on the Northern Arterial Downstream Effects Management Plan.</p> <p>I don't support any of the options as they all result in accommodating more cars to move through the Inner City, resulting in negative effects that will then have to be mitigated.</p> <p>What I do support is an alternative proposal as described here:  <a href="https://talkingtransport.com/2019/03/17/can-the-plan/">https://talkingtransport.com/2019/03/17/can-the-plan/</a></p>
23429	Anthony Smith				<p>Subject: = Northern Arterial Downstream Effects Management Plan submission - CAN THE PLAN - I support the community's alternative plan.</p> <p>Thank you for the opportunity to submit on the Northern Arterial Downstream Effects Management Plan.</p> <p>I don't support any of the options as they all result in accommodating more cars to move through the Inner City, resulting in negative effects that will then have to be mitigated.</p> <p>What I do support is an alternative proposal as described here:  <a href="https://talkingtransport.com/2019/03/17/can-the-plan/">https://talkingtransport.com/2019/03/17/can-the-plan/</a></p>
23428	Susannah Lockyer				<p>Subject: Susannah Lockyer = Northern Arterial Downstream Effects Management Plan submission - CAN THE PLAN - I support the community's alternative plan.</p> <p>Thank you for the opportunity to submit on the Northern Arterial Downstream Effects Management Plan.</p> <p>I don't support any of the options as they all result in accommodating more cars to move through the Inner City, resulting in negative effects that will then have to be mitigated..</p> <p>I support the community's alternative plan and hope that Council has taken a good look at this already...</p> <p>I totally do not support any options offered in the Northern</p>

Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
					<p>Arterial Downstream Plan. The word mitigation means "coping with" or "downplaying the effects" - and from the dictionary - (the action of reducing the severity, seriousness, or painfulness of something.) Mitigation is the word over used by CCC and its planners - so the use of this word in your publications and pronouncements means CCC is aware of how this Plan will affect the residents in the "proposed" areas.</p> <p>There is absolutely nothing creative in this solution. CCC is not thinking even slightly sideways.</p> <p>Should you insist/succeed on your "mitigation" solution: - How does bottlenecking traffic into the short Berwick Warrington area through to Barbadoes become any solution? Have you thought about this.</p> <p>I anticipate massive backups due to the number of interactions to be negotiated in order to get the growing volume of traffic through to Barbadoes Street. This is short sighted problem solving, and I expect your traffic engineers to do much better than to seek the simplest solution, which this obviously is.</p> <p>I also have 100% lack of faith of any effectiveness of traffic calming implementations. I live in Aylesford Street. Traffic calming here is simply a challenge or a taunt to most drivers, people in 4 wheel drive vehicles sail over with no impediment, the few people who respect the bumps in the road are elderly people in small cars. I know, I have a bump right outside my house. Believe me, most people sail through this street at 60/70 kph at least. And this street is going to turn into a race track, short cut through from Westminster either to the other end of Warrington beyond Barbadoes or onto Hills Road. I have no faith in traffic calming because human nature and greedy behaviours will always find a way through. Council has clearly have not thought about the ramifications of rat running in the larger area.</p> <p>And the larger most important picture:</p> <p>Christchurch Transport Strategic Plan 2012</p> <p>4.1.1 Reshaping travel demand to reduce emissions and oil dependence.</p> <p>Where is this mission being shaped or embraced in the DEMP? Admittedly this was created soon after the quakes,</p>

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
					<p>while Christchurch was needing to find a way to become a new city and there have been many pressures on all of us, however this should still be the abiding principle of any Transport Plan regardless. This should always be your abiding thought, and aspiration. But this thought has been lost in the pressures of time. Please stand true to this and look to public transport. As Community Leaders, this is CCC's absolute responsibility.</p> <p>Global warming is something we cannot afford to mess with. Emissions and oil dependence, Remember? Strategic Plan 2012</p> <p>Here is something Christchurch City Council can do and make a statement to New Zealand. Many countries have created sophisticated public transport systems, and I know and have seen that they are well and habitually used.</p> <p>We now have the NZTA Arterial Route through to the Cranford area, now let Christchurch be the creative city, the imaginative one, and now set up systems to provide sexy comfortable and inviting fast transport systems into the hub in the city for our Northern commuters. Park and ride.</p> <p>Sir Dove Meyer Robinson 35 or so years ago wanted to set up a decent rail system into Auckland, remember him? They voted this down. How would Auckland be now with this? Its a shambles and everyone is complaining. Don't let this be Christchurch's story.</p> <p>I am a pensioner, but I would be happy for a reasonable increase of rates to have this happen.</p> <p>But you must bite the bullet now, and for the meantime, I ask that you do not continue with your plan, we are in changing times, and I ask you to show the way.</p> <p>By the way it is clear that CCC and ECAN and NZTA and Waimakariri D C need to be working together on a plan for this, not just in their 4 individual ubs. Let Christchurch make the difference, and not go with a shortsighted - the easiest - plan which might last for about 2 years before it explodes again. Big thinking please and BIG cooperation between the 4 parties.</p> <p>You the CCC actually have global as well as local responsibilities regarding Global Warming. Don't fail in your duty.</p>



## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
					<p>I'm 100% against your plan, you must be responsible and think again.</p> <p>Any queries, feel free to call me.</p>
23427	Maria Lamb				<p>Subject: Maria Lamb = Northern Arterial Downstream Effects Management Plan submission - CAN THE PLAN - I support the community's alternative plan.</p> <p>Thank you for the opportunity to submit on the Northern Arterial Downstream Effects Management Plan.</p> <p>I don't support any of the options as they all result in accommodating more cars to move through the Inner City, resulting in negative effects that will then have to be mitigated.</p> <p>What I do support is an alternative proposal as described here:</p> <p><a href="https://talkingtransport.com/2019/03/17/can-the-plan/">https://talkingtransport.com/2019/03/17/can-the-plan/</a></p>
23426	Rob Sheard				<p>Subject: Northern Arterial Downstream Effects Management Plan submission - CAN THE PLAN - I support the community's alternative plan.</p> <p>Thank you for the opportunity to submit on the Northern Arterial Downstream Effects Management Plan.</p> <p>I don't support any of the options as they all result in accommodating more cars to move through the Inner City, resulting in negative effects that will then have to be mitigated.</p> <p>What I do support is an alternative proposal as described here:</p> <p><a href="https://talkingtransport.com/2019/03/17/can-the-plan/">https://talkingtransport.com/2019/03/17/can-the-plan/</a></p>
23425	Jessica Halliday		<p>While I recognise that the Plan has been prepared in isolation in response to an Environment Court ruling, this isolated thinking perpetuates the problems that underline poorly conceived transport and spatial planning in Christchurch. Therefore, while I will be providing specific feedback on the DEMP, I reiterate the views of many in my community when I say this isolated planning is not good enough, and more joined up thinking and planning is required to achieve better outcomes for our communities, city and the planet.</p>		

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
			<p>Therefore my submission addresses issues and concerns outside the restricted focus of the DEMP.</p> <p>These are my views:</p> <ul style="list-style-type: none"> <li>*Council must work and collaborate with ECAN, Waimakariri Council and NZTA on a dedicated bus lane and HOV lane on the CNC, which is matched up with new express bus services and infrastructure (bus stops etc) with a view to reducing single-occupancy private vehicle use on the CNC and increased traffic in St Albans as a consequence</li> <li>*The buslane will need to run all the way to Bealey Ave to be efficient and effective</li> <li>*The buslane should be in place for both morning rush hour heading south into the city and evening rush hour heading north</li> <li>*Remove all all-day free (and all day paid) street parking in the central city within the 4 Aves and replace it with shorter-term (1, 2 &amp; 3 hr) parking which is a mixture of paid and unpaid. Also add new residents' permit parking.</li> <li>*Monitor the effects of the removal of free on street parking in the 4 Aves on inner suburbs, especially St Albans, and consider the need for residential parking permits in those suburbs</li> <li>*I support the reduction of the speed limit to 30km/hr as outlined in the DEMP. Council should be reducing the speed limit to 30km/hr across all local roads and neighbourhoods in Christchurch, as this fits with the aspirations for more livable neighbourhoods as outlined in the Greater Christchurch Partnership Our Space plan, the central Government's Vision Zero policy and the desire to encourage mode shifts from private vehicles to public and active transport</li> <li>*I support the introduction of more cycleways going North-South and East-West in St Albans</li> <li>*I support all measures which prioritise making St Albans streets safer for pedestrians and cyclists and reduce traffic rat-running through local and side roads - I oppose the prioritisation of moving traffic at speed, which puts pedestrians and cyclists at greater risks</li> </ul>		

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
			<p>*I support making pedestrian routes to neighbourhood hubs and to Parks a priority - there are many aspects of St Albans which make it a walkable neighbourhood - it could exemplify the concept of a walkable neighbourhood in Christchurch but prioritising the movement and speed of private vehicles will destroy this</p> <p>*To this end, I support reducing all opportunities for vehicles to turn into or use the small neighbourhood roads as routes off or onto Cranford St and the CNC - for example, for vehicles heading South on Cranford St the plan should include no right-hand turns into all neighbourhood streets. Traffic should be channelled into Innes and Bealey and all other options restricted. Please consider how to restrict traffic using these neighbourhood routes to get onto Cranford heading north in the afternoon/evening rush as well</p> <p>*CCC must work with the police and other agencies on enforcement. 30km/hr speed limits, HOV and bus lanes, and new parking restrictions will only be effective if they are enforced.</p> <p>In general I would like to emphasise the following points. Council needs to connect this sort of planning to its broader goals and policies and to the new Government's national policies. This plan fails to consider or address Council's aspiration to be net carbon zero free by 2030, it doesn't adequately address the goal of creating livable neighbourhoods as expressed in the Our Space draft plan, and other than reduced speeds it doesn't connect with central Government's new Vision Zero policy. Accommodating the private car is not acceptable. It conflicts with all these policies and goals. We must prioritise the quality of life in inner city suburbs, as this is where more of our population should be concentrated now and in the future. We must support people to use active and public transport.</p> <p>St Albans and the planning on and for the CNC and its downstream effects provides Council and other agencies and bodies with an unparalleled opportunity to demonstrate that these policies and goals are meaningful.</p>		

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
23424	Douglas Horrell		<p>As a long time St Albans resident (21 years), I'm very familiar with the history of the Northern corridor and the many previous attempts to push considerable volumes of traffic into Cranford St.</p> <p>These schemes represent the worst of 20th century thinking. In these plans, car movement is privileged over the movement of people, and all of the other detractors of increased road capacity - safety, effects on community life and mobility, pollution, urban sprawl, induced demand, and carbon emissions to name but a few - are swept under the carpet by planners and motorway lobbyists as being somehow unrelated to the plan.</p> <p>As such, the Downstream Effects Management plan for the Northern Arterial Extension is seriously inadequate. It privileges the movement of cars over people, and has an imbedded assumption that greater volumes of car traffic must be catered for in the future rather than greater numbers of commuters using a variety of different modes. This approach will make it totally impossible for Christchurch to make the transition to a net carbon neutral economy that has to be completed just 11 years from now. The D.E.M.P. should be rejected on these grounds alone in favour of an extensive Christchurch network plan that prioritises mass transit (i.e. rail or similar) before car movements, and uses the bus network to feed rail nodes, rather than establishing buses in competition with a future rail network. Free all day city parking inside the four Avenues should also be removed for its direct effect of discouraging the use of public transport or active transport forms like walking and cycling. Residential parking outside the four Avenues will have to be protected when this happens.</p> <p>The wait-and-see approach to effect management in the D.E.M.P. is totally unfit for the immediate needs and safety of the affected neighbourhoods. Injuries and even deaths may occur before its measures are implemented. As our central government has embraced the Vision Zero approach to urban planning, it is almost inconceivable that the same approach would not be adopted at a local council level in any measures to compensate for the Northern Arterial Extension.</p> <p>My considered view is that the D.E.M.P.'s inability to address all of these factors previously discussed renders</p>		

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
			<p>it unfit for purpose and that it should be scrapped in favour of a re-design of Christchurch's network prioritising the safe, efficient, equitable, and carbon neutral movement of people, rather than the movement of ever-increasing numbers of cars.</p> <p>Regarding the recommendations in the D.E.M.P. that I would support if such a necessary reworking of Christchurch transport planning is not performed, the following are listed according to their priority and with modifications where necessary:</p> <ol style="list-style-type: none"> <li>1. Clearlanes for buses and high occupancy vehicles at peak hours between Rangiora and Bealey Ave - ideally morning rush heading south and 3-6pm heading north to compensate for the considerable school traffic that clogs Cranford Street in the afternoon. This will not be addressed by the planned clearlane hours.</li> <li>2. ALL affected streets coming off Cranford and their surrounding blocks should be 30km/h limited. This is the Vision Zero approach with considerable evidence internationally to show that it saves lives, reduces injuries and prevents accidents. How to enforce this limit also needs to be considered - a broader application of the 30km/h limited area to all neighbourhood areas in Christchurch would make motorists behave more consistently. For instance the Trafalgar Street cycleway seems to have about 10% of cars still ignoring the 30km/h limit on the sharrow section.</li> <li>3. I support all traffic calming and limiting measures such as the no right-hand turn south into Westminster Street. These need to go further to prevent bleeding of cars from Cranford into rat-running via the neighbourhood streets of St Albans. Innes and Bealey should take as much of the car traffic as possible with strong measures put in place immediately to prevent rat-running on neighbourhood streets.</li> <li>4. I support all cycleways as it is one of the best ways to reduce congestion and promote healthy, active transport. We live about 50m from the Papanui Parallel cycleway on Courtenay Street and both use it extensively and see the incredible new amenity it provides to the area. Intersections and speed limits on all neighbourhood streets in St Albans need to be considered in prioritising this mode of transport.</li> </ol>		

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
			<p>5. I support all measures to provide safe access to neighbourhood schools, especially those that prioritise cycling and walking. The Cranford &amp; Westminster intersection needs to be given special consideration for red light running and turning traffic.</p> <p>6. Additional traffic calming for Courtenay Street, which already suffers from much rat-running and excessive speed despite its narrow width. The 2018 speed count shows that around 10% of northbound traffic on Courtenay currently exceeds 50km/h. This is unacceptable given its proximity to St Albans Primary.</p>		
23423	Lincoln Rout	Rutland St Church	<p>We have a concern regarding the proposed East West Cycle Way on Westminster St. In our view the plan to see cycles go East West would be better if it was continued on Courtenay St as proposed and then on West on St Albans St for Cycles to join on to Rutland St to go North. Three reasons:</p> <p>1. The current median barrier on Rutland St opposite Westminster St prevents vehicles heading North. Actually in practice this is causing some traffic to take a shortcut through the Church property dangerous particularly when children are at our property as they are several times each week. To add bikes to this is concerning.</p> <p>2. The western end of Westminster St because of the dip and curve in the road is likely to have poor visibility of and for cyclists so less than ideal for the "non confident cyclists" that it aims to serve.</p> <p>3. Given the loss of parking on Rutland St this further loss of parking on Westminster St would be keenly felt by the Church.</p>		
23422	John Lieswyn	private and individual resident of Christchurch	The plan is well done but has some serious limitations; the attached submission contains my concerns and recommendations.	Refer to attachment.	Refer to attachment.

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
23421	Clayton Wallwork		<p>We have one child who attends St Albans School and two that attend Papanui High School, and are local residents in the affected area.</p> <p>Our family has major concerns for pedestrian and cycle safety on our local roads as a result of increased traffic coming in and out of town. Children crossing roads to get to school will have to be extra vigilant from motorists speeding into gaps without looking ahead to see what is happening.</p> <p>We don't have any confidence in your proposed traffic calming measures as they don't seem to work. The corner of Roosevelt/Courtney/Westminster is a classic example of road calming not working - people drive at 50kph plus on narrower roads and zip around corners at stop signs as if they were not there. It feels as if the work done on this corner has made things worse.</p> <p>The pressure on our community roads from the north will also disrupts local residents' quality of life as we get caught up in traffic jams and traffic calming measures going to and from work, recreation, doctors and shopping locally etc. The barrier at Westminster and Rutland is hopeless. It forces local residents to contribute to the bottle neck at St Albans St/Courtney St, and clog up Rutland St around the shops opposite rugby Park. The barrier at Westminster then forces local drivers to cross over the cycleway at a much busier spot with parked traffic blocking the view of cyclists/cycle lane.</p> <p>Local drivers have a vested interest/buy-in to driving more carefully around St Albans as they know the area and know the people – the increased traffic from out of town is just interested in getting to and from work the quickest and not giving a crap about the community they are driving through. This then leads to accidents and injury affecting the local community.</p> <p>Therefore, I don't support any of the options as they all result in accommodating more cars to move through the Inner City, resulting in negative effects that will then have to be mitigated.</p> <p>What I do support is an alternative proposal as described here:  <a href="https://talkingtransport.com/2019/03/17/can-the-plan/">https://talkingtransport.com/2019/03/17/can-the-plan/</a></p>	Too little too late in the process.	Considering low traffic volume transportation options, and making life easier for affected locals.

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
23420	Jenny Walker		<p>I think the focus of the recommended projects is misguided. Rather than planning for an increase in cars- primarily commuter traffic, the planning should be to offer a desirable alternative. The focus should be on having reliable, frequent public transport options from the opening time of the CNC, and to discourage single occupant commuter traffic. The planning for cycling options is good.</p> <p>The CCC should be insisting that NZTA, WDC and ECAN work with them to make a bold new plan to reduce commuter traffic coming through the St Albans suburbs.</p> <p>I have heard Axel Wilke present an alternative plan and would like council to consider such an option.</p>	I don't think the arterial should be opened until there are better options for commuters.	Springfield Rd as a connector road takes a lot of north bound commuter traffic from Montreal St. The explanation of Rutland St cycleway inducing a disincentive to travel that route is not the case. The traffic using Springfield, Rutland and small feeder streets onto Cranford, at present has an attractive option compared to travelling down Cranford through multiple sets of traffic lights. Why would someone coming from Montreal, want to travel up Bealey to Madras - five more intersections?
23419	Ray Kennedy		<p>The Northern Corridor Downstream proposal of the Innes Rd/Cranford Street intersection should NOT be implemented in its current form.</p> <p>There are many reasons for this, including:</p> <p>1. Cost to the CCC ratepayers -</p> <p>The proposed changes will be at the expense of the CCC (ultimately the ratepayers of Christchurch), and are the result of those residents, mainly north of the Waimakariri River, coming into Christchurch for employment. They do NOT, as far as I can see, contribute to these costs.</p> <p>2. Increase of Vehicle Movements</p> <p>The planned-for increase of vehicle movements through the Cranford Basin to Innes Road should only account for a small percentage of the total traffic from the Waimakariri area.</p> <p>Much of the traffic will be dispersed at the QEII Drive connection to:</p> <p>SH1 Belfast Western Bypass - for workers at Harewood, Airport, Hornby, Islington etc. and</p> <p>SH74 for workers at Lyttelton, Hillsborough, Woolston etc.</p> <p>The remaining vehicles passing through the</p>		<p>Referring to: DEMP-draft FINAL Page 25</p> <p>7.2 Arterial/Collector Capacity Issues</p> <p>7.2.1 Context</p> <p>Paragraph 2 beginning:- There is a range of ways in which the capacity.....</p> <p>HOV lanes require vehicles using those lanes to have a minimum number of people (typically two or three per vehicle) which over time allows more people to pass through the existing corridor. Buses can use HOV lanes, as can electric vehicles and bicycles.</p> <p>Comment: Electric Vehicles, as far as I'm aware, do NOT pay Road Tax and therefore should NEVER be given priority over petrol or diesel vehicles who do pay the Tax.</p>



## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
			<p>Cranford/Innes intersection will be travelling mainly to the Central City, Sydenham areas, Addington, and Riccarton.</p> <p>Vehicles will also travel via Belfast (Main North Road) to the Papanui area, and Marshland Road will likely be used for additional access to Hillsborough, &amp; Lyttelton areas.</p> <p>The existing &amp; proposed entrances to the city, (Belfast, Cranford Basin, QEII Drive, and Marshland Road), will all be required, as the destinations for the Waimakariri District Council residents are spread throughout Christchurch.</p> <p>3. Congestion</p> <p>There will be much congestion at the Innes Road / Cranford Road intersection as there are 2 lanes of traffic travelling South at 50kmh coming to a stop to allow for other phases of the Traffic Lights.</p> <p>I consider that traffic moving slowly is less likely to generate inconsiderate driving than long periods of stalled vehicles.</p> <p>A similar situation exists at the junction of the Northern end of the Southern Motorway and Brougham Street during Peak times.</p> <p>The proposed changes (DEMP) to the roading cannot alleviate this situation.</p> <p>This situation is unlikely to occur on SH1 - the Western Bypass and its Extension, as vehicles will be exiting all along this section of roadway. The first set of Traffic Lights are at Yaldhurst Road - approximately 14km of clear roading from the split of the Northern Motorway.</p> <p>4. Proposed Removal of Parking on Cranford/Barbadoes/Madras Streets.</p> <p>Many redeveloped Barbadoes and Madras Streets properties have high-density housing units on them. These units are most likely 2 bedroom units with the distinct probability that there will be 3 people per unit and therefore 3 cars per unit. However most of the units will only have provision for 2 cars, at best, for resident parking, therefore the only place close by to</p>		

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
			<p>park is on the roadside.</p> <p>The CCC has permitted the construction of these units without due consideration for the long term effects of traffic and the possibility of clearways and multi lanes on these streets.</p> <p>Had this possibility been noted on the Titles then I would suspect the owners of the properties would not have progressed with any new development.</p> <p>I am strongly against removal of on-street parking and the implementation of Clearways.</p> <p>From: <a href="https://www.nzta.govt.nz/projects/christchurch-motorways/christchurch-northern-corridor/project-background/">https://www.nzta.govt.nz/projects/christchurch-motorways/christchurch-northern-corridor/project-background/</a></p> <p>The effects of increasing traffic volumes (paragraph)</p> <p>The Main North Road (State Highway 1 and then 74), with its large volumes of traffic, including heavy freight, cuts the Belfast and Redwood communities in two. As traffic volumes continue to grow (as they are expected to do) congestion will worsen, and safety and public health concerns will increase around the Redwood and Belfast Areas.</p> <p>Comment: I would expect the Cranford/Innes/Berwick/Madras/Barbadoes proposed changes to have similar effects. The NZTA considers that these effects need to be considered so why doesn't the CCC do likewise??</p> <p>Under the proposed plan, residents of St Albans and surrounding areas, will have to suffer the effects of hugely increased traffic and all Christchurch City Residents will have to pay for these changes through increased rates.</p> <p>If the proposed Downstream Rooding mitigation changes were not to happen in their current form then the increase in traffic volume may not occur in the St Albans area.</p> <p>Therefore the requirement for the Clearways, and additional lanes would not be required. This will mean that the space for cyclists currently on the streets affected will remain, and be available for their use as is</p>		

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
			<p>the current situation.</p> <p>The objective should be to minimise traffic flow through the suburbs.</p>		
23417	Sarah Johnston		<p>I think the Northern Arterial Downstream Effects Management Plan (NADEMP) is approaching this problem of increased CNC traffic from a limited perspective. I encourage the CCC to think more boldly and not just try to accommodate and mitigate the disastrous effect of funnelling increased vehicles through the heart of our community.</p> <p>Post-quake Chch should not be about business as usual. We have made great steps to "think differently" about transport for our city. I am one of the 32percent more women who now cycle to work, thanks to measures such as the cycleways, something I would not have done pre-quake.</p> <p>Accepting that vehicles, largely carrying one person, (and not even CCC ratepayers, at that) have priority rights over St Albans residents, cyclists, pedestrians, children, business owners and workers, is old-school thinking at its most backwards.</p> <p>I urge the CCC to be brave on our behalf - ditch the NADEMP- force other local bodies and central government to come up with an alternative, involving public transport. The more we accommodate cars, the more there will be, - build the roads and they will come - and the poorer our communities and lives will be for it.</p>	<p>If we accept that increased traffic will plough through our St Albans community (and I hope we don't and ditch the plan) But IF we do, it means any mitigating work is urgent and essential.</p> <p>We don't want to have to wait through three years of increased traffic noise, fumes, homes shaken by vehicles due to quake damaged land, before any mitigation is investigated for our area of St Albans.</p> <p>There has always been rat-running from Edgware Rd, down Caledonian Rd, to join Durham St North at Springfield Rd and get onto the one-way system at Durham/Bealey. This will increase with the CNC opening and yet investigating mitigation for this area is not due to start until at least 3 years after the CNC opens. This is unacceptable and IF the NADEMP is accepted, a much broader investigation of mitigation measures is required. The current initial stages seems to assume most northern traffic will want to head east and mitigate for this, with little mitigation for traffic heading towards the Durham St one-way or Riccarton via Hagley Park.</p>	<p>This is an opportunity to take a stand and show Christchurch is no longer about the old-fashioned, default position that the car is King and we must all bow before it. Say No to the NADEMP and refuse to let the CNC open until a better, public transport-focussed alternative has been developed.</p> <p>Please vote on a better future for St Albans residents.</p>
23416	Jessie Harvey		<p>I do not support this plan, it is car centric, and does not address reducing traffic, especially single occupancy vehicle use.</p> <p>This plan will ruin our community.</p>	<p>Please revise your plan to be centred of traffic reduction.</p>	

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
23415	Jason Harvey		<p>This plan is detrimental to the community. I cannot support it. It is focused on moving traffic through our communities but it does not address reducing traffic volumes. You have steamed ahead blindly and focused on traffic mitigation, when an obvious a seemingly simple method to lessen the impact of traffic on the greater St Albans community is to reduced single occupancy vehicles coming down the motorway.</p> <p>Actually you are trying to do the bare minimum that the Notice of Requirement has called for.</p> <p>Please STOP with this plan and expand the scope to focus on reducing traffic volumes. As a minimum a High Occupancy Vehicle Lane from the Waimakariri Bridge all the way down to Innes Road should be implemented, - investigating an HOV lane is not good enough at this stage, you have had years to do this. Until the HOV lane can be installed the opening of the section of road between QE2 And Cranford street should be delayed.</p> <p>An HOV lane as a clear way could operate between Innes Rd and Bealey Ave.</p> <p>Also an express bus service needs to be implemented from Rangiora, Woodend, Kaiapoi, with future servicing for Preston's area.</p>	<p>The safe access for the community is left until the last stage. Theses should be implemented already, they are much needed intersection upgrades, crossings and cycle routes. They should not be used as a carrot.</p>	<p>Christchurch City Council, NZ Transport Authority, Waimakariri District Council, and Environment Canterbury need to come together and work on this plan together and focus on traffic reduction measures.</p> <p>Why has the Christchurch City Council not been in contact with the Minister of Transport to ask for assistance?</p>
23414	Douceline Wardle		<p>I am so sick and tired of having to submit on this issue yet again, when the St Albans Community and others said it all 25 years ago.</p> <p>As a District Nurse now, I drive all over Chch from Kaiapoi to Lincoln and am appalled at the slash and burn of rich farmlands for the open slather of retirement and other big housing developments - Resource Consent systems seem to have gone mad.</p> <p>We are seemingly intent on surpassing our City's circumference beyond Auckland's. Why can't we learn from Auckland's mistakes? Just because we have the flat open spaces doesn't mean we have to fill them up with developments.</p> <p>Globally, we are running out of sand to make concrete; we're dragging rivers for stones for the retaining walls of motorways and destroying eco-systems in the whole process.</p>	No	See box 1

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
			<p>There has been no planned infra-structure for this growth.</p> <p>Decades ago many advocates lobbied for planned infrastructure in the form of "Park and Rides", a Kaiapoi/Rangiora to City Rail on the existing Railway, the designated "Bus-lanes only" (finally some of these are implemented) and the 3 -way laning of Cranford St. Just last year I saw a bridge in Vancouver with this system - at the flick of a switch - the inner lane, when empty, turned from 2 lanes north and 1 lane south or vice versa. As indeed they do on the Auckland Harbour Bridge. We could have done that from Bealey Ave to the Main North Road. There is still time to implement this from Innes Road to Bealey Ave.</p> <p>And - BTW - What happened to our Free Yellow electric buses within the CBD?</p> <p>Having just returned from Auckland - it's great to see their railway network being so well utilised. The argument here has always been - "we haven't got the population to warrant the expense" but that's a very short-sighted argument as the costs of implementing all these things continue to rise. If we had started planning and saving for this years ago we would have had better infrastructure now.</p> <p>Yet we're spending tens of millions of tax-payer dollars on motorways so a minority (who choose to live 30 - 40 minutes away in the outer suburbs) get to spend 5 minutes less in a car on their way to work over a congested peak time-frame that lasts maybe half an hour.</p>		
23413	Richard Bone		<p>The project should be put on hold until a proper evaluation of negative effects of increased traffic volumes on residents is considered.</p>	<p>Put the plan on hold until alternative transport options such as park and bus options etc are fully evaluated as currently proposed by Waimakariri, Ecan.</p>	<p>Yes people are more important than cars. How does this fit in with the central city plan for traffic volumes? We should be making it more difficult to drive into the city not easier and offering alternatives such as park and ride, encouraging walking and bicycling etc.</p>

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
23410	Melissa Macfarlane		<p>-I strongly support the proposed arterial / distributor / collector improvements and local street traffic calming projects to manage the downstream effects of the northern corridor. Based on the traffic report I understand that some local roads (including Malvern and Roosevelt Streets) are expected to see a traffic increase in excess of 30% without the measures proposed in the transport management plan - this is unacceptable. Although alternative modes and more car-pooling can reduce traffic volumes, the traffic report states that volumes coming off the CNC from these, at least initially, are likely to be relatively small (effective measures might result in up to 10% reduction in traffic volumes). As such, I consider that other measures such as those proposed in the transport management plan will still be required.</p> <p>-Four lanes do not go well into 2 lanes and therefore I support the proposed clearway along Cranford Street as a way of providing for peak traffic in the morning and evening, and the potential for high occupancy vehicles. However I think this should be provided all the way to Bealey Ave. I also support the proposed upgrade options to Berwick, Madras and Barbadoes Streets.</p> <p>-I also support the proposed traffic calming at the Malvern Street and Dee Street / Cranford Street intersections (left in and left out only). I acknowledge that this may mean I can no longer turn right into Malvern Street when heading south along Cranford Street but I prefer this over having no restrictions at this intersection. Malvern Street is not a wide street and when both sides are fully parked (as happens on game days and most days at the Rutland Street end when the rugby team is in training) it is difficult for two cars to safely pass. Increased traffic movements will create further congestion and safety issues at this end.</p> <p>-In addition, there are many children and adults that cross mid-block to get to Malvern Park. The traffic report states that rat-running traffic on Roosevelt Avenue and Malvern Street would impact on access to the park and that traffic calming measures will be required to manage traffic volumes and speeds around the park. I support these conclusions and request that traffic calming measures are undertaken.</p> <p>-I support a reduced speed limit of 30km along Malvern and Roosevelt Streets and other local roads in our area</p>	<p>-I strongly support the Stage 1 proposals occurring before the CNC opens in 2020. The measures proposed are critical to ensure traffic safety and efficiency, and avoid local roads becoming more heavily trafficked by rat runners.</p> <p>-However, I request that traffic calming on Roosevelt Street is undertaken as part of Stage 1. Roosevelt Street will experience an increase in traffic from rat runners if Cranford is congested. Cars already zip along this road and there have been many crashes at the Malvern / Roosevelt intersection in the last 10 years. I expect many motorists will turn right along Malvern Street at this intersection when heading south along Roosevelt, thereby negating the effect of the proposed no right turn off Cranford onto Malvern Street. I consider this is a significant omission in the Stage 1 plan.</p> <p>-I also request that further traffic calming measures on Malvern Street (such as raised intersections with Roosevelt and Jacobs Streets, narrowed sections of the road with landscaping and mid-block raised platforms to support pedestrian access to Malvern Park) be undertaken as part of Stage 1.</p> <p>-I note the traffic report states that careful monitoring of traffic volumes on local streets is required between 2020 and 2031 to assess the benefits of traffic calming measures and any streets that are adversely impacted by rat running traffic as a result of drivers selecting alternative rat-running routes. I support this monitoring occurring and request that the traffic management plan expressly identify the possibility of further traffic calming measures for Malvern Street in Stage 2 should these be warranted on the basis of monitoring.</p>	<p>-There is no detail on "Access to parks (plan)" and "Access to parks (implementation of plan)". I support providing safe access to Malvern Park and would like to be further consulted on this.</p>

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
			<p>as a further way of discouraging rat runners and maintaining safety of access to Malvern Park. I note that when Malvern Street is heavily parked, cars tend to travel at around 30km/h anyway so there will be little change to the speed environment.</p> <p>-I request consideration be given to other traffic calming measures on Malvern Street such as raised intersections with Roosevelt and Jacobs Streets, narrowed sections of the road with landscaping and mid-block raised platforms to support pedestrian access to Malvern Park.</p> <p>-With the inability to turn right off Rutland Street on to Westminster, this shunts drivers up to Malvern Street or Innes Road to turn right. Because of the cycle lane and parking spaces by Meschino there is insufficient space for a car to turn right onto Malvern (when heading north) and still allow traffic to pass northwards along Rutland Street. If Malvern Street became a favoured route to join Cranford there will be traffic effects at this point. Traffic wishing to go northwards at the Innes Road intersection is often stuck behind left turning traffic (heading west along Innes) waiting for cyclists. This also causes hold-ups on Rutland Street. For these reasons increased traffic on Rutland Street should be discouraged.</p> <p>-I think overall the plan is well-balanced. I agree with the approach of keeping the majority of vehicles on principal routes (arterials, distributors, and collectors) and mitigating impacts on local roads where possible, including on Rutland Street as it is a major cycle route. I support the proposal of keeping the bulk of the north-south traffic from the CNC on Cranford, Berwick, Warrington, Madras, Barbadoes, and Sherborne Streets - these are already traffic dominated streets.</p>		
23409	Martin Pinkham		<p>The projects in the DEMP are only very short term and do not provide a long term picture of what is required to address traffic management in the Cranford St / Sherbourne Street corridor.</p> <p>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. Berwick Street and Warrington Street should be upgraded to 4 lanes of cars and 2 shared paths. Under this proposal the Forfar / Warrington and Barbadoes intersections would</p>	<p>It is appalling that a large part of the various stages that are noted in the DEMP are simply studies, that can only really have any meaning until a long term solution has been identified and communicated to the community.</p>	<p>This DEMP has completely missed the opportunity to implement a key component of a longer term public transport strategy.</p> <p>The 2008 Parsons Brinckerhoff report prepared for Ecan strongly recommended that Christchurch implement of Bus Rapid Transit network, and Cranford Street was a significant component of that strategy.</p> <p>The 2018 Greater Christchurch Public Transport Strategy clearly identified Cranford Street as the location of the major northern Rapid Transit corridor yet this DEMP has</p>

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
			<p>require major upgrading to ensure a streamlined flow from Cranford Street to Barbadoes and Forfar.</p> <p>Early project outlines for the CNC showed 2 busways and it makes sense that these, or a potential HOV lane, connect to Cranford Street, Bealey Avenue and down Manchester Street.</p>		<p>completely ignored this.</p> <p>The current proposal for the Christchurch Northern Corridor (CNC) terminating at Cranford Street is symptomatic of the appalling transportation planning undertaken by the Christchurch City Council, Environment Canterbury and NZTA over the last 30 years.</p> <p>The decision to uplift the designation for the Northern Arterial in the 1990s was unbelievably short sighted and irresponsible. The intention that the Northern Arterial should meet up with Madras / Barbadoes Streets had been signalled for many years, and its uplifting signalled to the community that such a link would never be needed. It has been irresponsible of the CCC to ignore this issue up to now, as it obvious that the current proposals as outlined in the DEMP will have a very limited life.</p> <p>However, there is still an opportunity to resurrect a proper linkage from the Northern Arterial to Barbadoes / Madras using Cranford Street, Berwick Street and Warrington Street.</p> <p>The adoption of electric buses together with strategically placed Park and Ride facilities in North Christchurch and Waimakariri, would radically change the transportation mode for many commuters and provide a much longer life for the current CNC projects.</p> <p>The piecemeal, incremental approach to transport planning in Christchurch will not result in the paradigm shift from private motor cars to a good quality public transport network that is accepted as being necessary. Woeful public transport infrastructure and just tinkering is just hoping whereas a clear vision for the future of public transport is needed.</p> <p>The fact that this DEMP has had to be prepared at all has highlighted that the current governance of transportation planning in the Greater Christchurch area should be taken from Christchurch City, Waimakariri District and Selwyn District and put in the hands of a standalone authority like Auckland Transport.</p>



## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
23408	Nick Fuller		<p>I'm generally supportive of the proposed projects given the Northern Arterial is committed and the downstream effects need to be addressed. That said, I do have several comments / concerns, as follows:</p> <ul style="list-style-type: none"> <li>- The proposal to close off right turns to / from side roads between Innes Road and Westminster Street (including the peak period of banning right turns into Westminster St at peak times) will focus traffic at the Berwick St and Innes Road intersections. These intersections have right turning traffic filtering through the through movements at present and it is unclear whether a dedicated turning phase is proposed. It seems as though there may be insufficient capacity at those right turns, leading to safety issues. I would want to see dedicated turning phases provided in the detailed design stage;</li> <li>- I did not see a definition of "peak times" to relate to the right turn ban at the Cranford St / Westminster St intersection. The District Plan defines the weekday PM peak as being from 15:00 to 19:00. Assuming this is also the definition for the DEM, traffic seeking to turn right into either of the Westminster St approaches will be encouraged to undertake a block of Local Roads to either access the school (say Dee St, Mersey St then through on Westminster) or to leave the English Park car park (say Dee St, Roosevelt Ave then through on Westminster). This appears to add traffic circulating these Local Streets to try and address a lack of capacity on Cranford St. I'd like this to be given additional thought, particularly to see if there is a better solution at 15:00 when there will be a high amount of school traffic. I'd also anticipate there would be a significant number of northbound vehicles that would use the Bottleneck at the intersection to then access Westminster St to then head east on Westminster St and this would not be safe;</li> <li>- There is a comment that the Sherborne St / Bealey Ave intersection requires more capacity, noting there is only one right turn lane into Bealey Ave. A reasonably large volume of trucks seems to use Sherborne St and I am not convinced there is sufficient land to add a lane at this intersection and accommodate trucks and buses turning left into Sherborne St;</li> <li>- I have similar concerns regarding the ability to add lanes to the Berwick St / Cranford Street intersection.</li> </ul>	<p>I am very disappointed to see there are no notable cycle provisions until Stage 2. The proposals imply that cycling on Cranford St will be more unsafe than at present. Additional traffic on Edgeware Rd, Madras St and Barbadoes St mean those routes would appear to be unsuitable. The section of Westminster St and Courtney St west of Cranford St are already uncomfortable for cycling on, so more traffic on these roads will simply make this worse. Council has invested heavily in cycling, so there needs to be safe routes to get from the east of Cranford St to the west.</p>	<p>I remain disappointed that there are no plans of the proposals that would enable me to see what the details are. The plans presented seemed similar to last time. It is hard to be convinced there is sufficient space at key intersection locations to accommodate the upgrades indicated until I see that it works and it fits.</p> <p>From a broader perspective, I got the impression that this is being undertaken on a bare minimum approach with regards to costs. Council seems to find funding for other projects (Town Hall, Edgeware Pool) despite saying there would be no more money. I'd like to see that something as important as this project is getting the funding it deserves rather than bare minimums provided.</p>

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
			<p>In this instance they particularly relate to the ability to turn large vehicles from Cranford St left into Berwick St if there are additional approach lanes on Berwick St; and</p> <p>- As part of the traffic calming of Mersey Street (Berwick to Westminster), I would like to see the left turn slip from Berwick St to Mersey St closed to traffic. The banning of the right turns proposed on Cranford St makes an attractive alternative via the Cranford / Berwick intersection, the left turn slip and then either to Forfar St or up Mersey St to turn left to Westminster St (a collector road that serves a function of accommodating through traffic). Closure of the left turn slip would require vehicles to use the proposed lights at Madras St and Forfar Street is wider and better able to accommodate increases in traffic.</p>		
23407	Lynne O'Keefe		I submit that the DEMP is rejected and support is given to the actioning of the St Albans Community Alternative Plan.		A missed opportunity to look at a sustainably managed transport initiative that gives commuters alternatives and contributes to safer and healthier communities. More about people, less about cars.
23406	Amy Wiseman		Intersection upgrades at Westminster/Cranford are needed as soon as possible. My children use that crossing everyday and even with the crossing lady and her big fluro sign people are still cutting through the lights as right turn signals are desperately required.	I believe Flockton Street will be used by traffic more that's has been predicted. It is already a busy street especially in the morning. It is a wide street with no traffic calming measures and is a popular route between Westminster and Warrington because of this. Flockton is not designated any traffic calming until 2031. Having lived there for 10 years and hearing the cars roaring down the street (so much that recently a police car has been sitting on the street in the morning to catch people) the new changes and increase in traffic can only make this worse and will make it a very unsafe place.	I see lots mentioned about the Warrington/Barbadoes intersection being upgraded to traffic lights (a great idea) however no mention of the Flockton/Warrington intersection which is almost opposite. Turning right from Flockton onto Warrington is a dangerous thing already in the morning peak hours as people nip out in the smallest of gaps otherwise they would not move. If traffic lights are put in place at the top of Barbadoes without structure for Flockton drivers to turn right into Warrington it will make it impossible. Already I often go north on Flockton, along Westminster to the intersection with Cranford as faster and easier than the right turn from Flockton to Warrington. One bad intersection to another!
23405	Don McGill		Has our elected Council been asleep at the wheel, or have they just got lazy. This such a 50-60's way of fixing a problem and an appalling way to treat those affected communities. The same communities who elected you to provide good governance into the future. What a joke and possibly the same joke of listening to those communities through public consultation. Future transportation has to be about moving people and not just about moving cars as this Project plans to do. As I said, so last decade or three, and another legacy for the next generation to try and fix. Besides, isn't it well proven that improving the capacity of this type of road corridors unconditionally encourages more private car	I really do think that pressing the go button, then seeing how it will affect people, businesses, schools etc in our community, and then setting about trying to resolve, fix with the next stage of the project, besides being a very expensive way of doing it, has to be one of the silliest things I have heard for a long time. Data gathering and computer modelling should give all the projected scenarios and there pros and cons you need. Suck and see is very professional.	Yes, being honest allowing those affected communities a proper voice in when this project was proposed, and to have 'big picture thinking' for sustainable commuter transportation for the future.

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
			<p>use which in the end results in similar congestion you were trying to mitigate initially!! And the real rub is that the majority of the traffic that will use the 'northern corridor' will be private commuting traffic that doesn't even pay CCC rates. We, those local affected communities, will pay, both the cost of putting in the extra infrastructure and what it will do to our community. What about tolling those coming in from out of town. At least during those peak hours.</p> <p>Increased traffic inflows through local streets will increase the risk to pedestrians and cyclists. The clearways/ no parking zone will probably kill a number of local businesses. But hey that's alright if Joe Blow from some north canterbury suburb can drive themselves to work and save 5 minutes.</p>		
23401	Virginia Wright		<p>Yes,I would like to keep Madras Street and Barbadoes Street 2 ways because of cycle safety and retains a pedestrians friendly path</p> <p>A lot of people use St Albans park and it needs be family friendly so we do not need need a main motorway going on either side of the park.( Madras Street and Barbadoes Street).</p> <p>St Albans has a lot of people living here and safety will be an issue with a lot cars drive through specially with young children and the elderly. For example the children need to walk to school and elderly need to walk to shops if do not have a car.</p> <p>Clearway cause issues because a lot of residents park on the streets as the majority of St Albans is either Medium Density or Transitional to Medium Density and thus we have a lot of people whom have to park on the street.</p> <p>The business need parking outside the place of their business else they will loose all their customer. We have already seen the impact on a business in Barbadoes Street as a result of just a bus stop going in, just imagine the impact on all the business around this area if all on street parking is lost.</p>	<p>We should be looking at environment affects on the city having more cars in the city by moving more people in the city and not the cars. We need think about public transport to get around the city more just cars. The city council started an open fire and chimneys ban but with a focus on cars and not the moving of people the pollution in the city will rise.</p>	<p>Currently we are struggling to park cars in the city, why do we not want to add more problems? We should be focusing on the movement of people into and out of the city along with within the city instead focusing on cars!</p>

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
23400	Rob Leys		<p>The project has the wrong focus as it looking at how we did things in the past. As this will have a major impact on one of the biggest neighbourhoods in Christchurch if not New Zealand we need to look to the future. With this we need to look the moving of people and not of cars. Look at how we can move people in mass into and out of the city either through the use of light rail or buses. We already have a bus system that is underutilised. Why don't we look at how we can better utilise a system that we already have. If you look at overseas models they used centralised hubs on the each city and then they move the people in in mass thus creating less traffic and decreasing the impact on the neighbourhoods.</p> <p>Also consideration needs to be placed on the danger that that the currently presented plans has on the residents of St Albans. You have a very popular school and park that you will be forcing traffic to travel down. You will be endangering the children and the elderly of St Albans due to the focus being on the cars and not the movement of people.</p>	<p>The focus has been wrong, we need to think of the future and how we as a city move people and not cars. We don't have the luxury of New York or London in having an underground system but we have the chance to build for the future by investing in the movement of people and not cars</p>	<p>We need to look at the environmental impact of all these cars that the current plan has. All these potential added cars entering and existing the city will add to the pollution in the City. We as a city have worked hard to remove the pollution in the air through the banning of certain fires. This has helped decrease the number of nights that the cities air quality goes into dangerous levels and now the city wants to add more toxins to the air! Just wrong!</p>
23399	Anita Spencer		<p>I think the basic principle of the DEMP is flawed and it should be dumped and rewritten. We don't need to encourage more cars into the CBD, we need to encourage more people. Increasing capacity for vehicles isn't a permanent solution to traffic congestion, it is at best a temporary fix until more cars arrive. In the meantime you damage communities. It isn't sustainable to continually plan for people to travel alone in massive steel boxes that use up the earths finite resources. The DEMP proposes actions that will degrade our communities and turn them into through-routes to the city, rather than as spaces where we live and socialise. The DEMP needs to align with 21st century thinking and priorities, and to throw out the car-centric model which is so costly to our health, environment and overall wellbeing. The DEMP is all based on the principle of mitigating the effect of a massive increase in car traffic in our local streets, but has missed the stage of reducing car travel which is what the plan should be focused on.</p> <p>It states that upgrading the bus network, providing express buses and improving the cycle network is outside the scope of the plan. This is a basic flaw in the plan. You can't partition off the key actions that are needed to move people into the city, because the</p>	<p>The CNC should not be opened until measures to improve local safety measures have been fully implemented.</p> <ul style="list-style-type: none"> <li>- The priority to be addressed is safe access to schools and protected school zones. In stage 1 all that is currently suggested is a study to investigate this. The CNC should not be opened until the study and protection and safety measures have been fully implemented.</li> <li>- Current cycle initiatives from CCC have been excellent (apart from Armagh St) and my family and I use them daily. However having the cycle routes that lead out from the city will not be sufficient to keep cyclists safe because we have to leave these routes at some point and use the local roads to get home. Waiting over 3 years before there is an east to west connection is totally inadequate as cyclists will be pushed out onto the streets with all the northern commuting traffic across the Madras and Barbadoes St area. The cycle connections need to be in place prior to the CNC opening.</li> <li>- There is also a large delay (possibly up to 22 years) in addressing access to our local parks and shops. This is</li> </ul>	<p>You have missed that the local community you are working in should be at the heart of the project. This proposal splits the community in two, decreases the safety of its residents, will reduce the quality of life of many residents (traffic noise, pollution, vibrations in houses from vehicles, increased difficulty in using local streets, shops and facilities). The priority has instead been on single occupant cars and the interests of residents from outside of the city. If people chose to live many kilometres from where they work, then they need to expect that if they want to drive from home to work it is a privilege and will come at a time and financial cost.</p>

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
			<p>measures you've ruled outside the scope need to be integral to plans for the DEMP and they can't be separated. We need the extra lanes on the road and motorway to be for an express bus. This will mean that the cars don't get into the city as fast as under your current proposal, which is what is needed to move people onto the buses. The buses have to be the priority for moving people to ensure that they are the preferred option for the majority of North Canterbury residents. Parking all day for free around the central city should also be much more restricted than it currently is, so that those people who chose to drive in have to pay a fee that reflects the cost of storing their vehicle all day.</p> <p>I strongly ask that the DEMP is reconsidered and rewritten. But if you do push ahead with it here are some other comments.</p> <p>The proposed traffic calming measures on the local streets should go some way to reducing the rat running by commuters but these do come at a cost to local drivers. I live on a street off Aylesford St which currently has 6 speed humps that I have to go over if I use a car to leave my house. They are physically uncomfortable to drive over, visually ugly with a long row of speed hump signs, and the cycle side bits along the footpaths are mostly unusable due to either EQ damage to the curbs, or roots from the plants in the on-road gardens breaking the road sealing. While there are benefits to reducing the traffic on these streets, and reducing speeds, they do come at a cost to residents who have to negotiate these obstacles.</p> <p>The DEMP will also result in it being harder for local residents to drive around local streets. The houses in the Flockton Basin area have only two main exit routes to get out of their streets if heading south, both of which are already difficult at normal rush hour. The bottom of Flockton St is a real sticking point, and the proposal to install traffic lights at the top of Barbodoes St will make exiting this street west onto Warrington St very hard to negotiate. The other exit is at the bottom of Aylesford St onto Hills Road, and again this is a really difficult intersection which will be made much worse with traffic increasing from the motorway. Both of these intersections need addressing before the CNC is opened.</p>	<p>far too long for local communities to wear the cost of traffic being funnelled into their suburban streets. I don't think providing for the local rate paying communities should come second to ensuring that people who live out of the district can drive door to door. Again I repeat that the local community safety and access measures need to be put in place before the CNC is opened.</p>	

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
			<p>When people were asked post-EQ what their vision for the city was, it wasn't for grid locked, car filled streets, belching out pollutants that poison those around them. We wanted a green, liveable city with people at its heart. We wanted innovative thinking for a 21st century city, not constantly repeating the same actions and expecting different results (Brougham St is a classic example of what happens when you funnel motorways into suburbs). Please don't damage our community with the DEMP, the tide has turned against car-centric planning and the new wave of environmentally responsible living is coming up. CCC needs to be leading that, not lagging behind. Can the Plan.</p>		
23398	Adrienne Canton			<p>We live on the side streets to the CNC and are effectively one block away from it on the corner of Jameson Ave and Weston RD. I cannot believe that we might have to put up with increased traffic on our corner and the possibility of no calming measures until years and years after the corridor is completed. Clearly there is likely to be issues at the Innes rd/cranford corner given the huge reduction of capacity from the cnc to lower cranford. People are going to ratrun down mcfaddens/Weston to avoid the intersection-if you live around here you would realise that is OBVIOUS yet our side of the corridor is in the last stage of traffic calming measures. This is an area with many kids travelling to schools, both on this side of the corridor and across the corridor to schools on the other side. The increased risk from greater traffic travelling down our streets should be addressed as soon as the road opens. This is a quiet suburban area which is about to have at least 30% increased traffic introduced to it. Why does one side get measures to discourage rat running but the other side doesn't, until much later!!!! Our corner which has had manageable traffic until now is going to be swamped with nothing to control it. We are on an intersection controlled by a give way, there are many people who don't slow down sufficiently as they cross it and there have been a number of accidents over the past years. With reduced traffic this risk is only going to increase especially when there is nothing to discourage people from speeding.</p>	<p>You have missed that people are going to exit the cnc via McFaddens and ratrun down Thames etc to get to Barbados etc. this is going to be a significant issue, it is now and that's without the cnc. Why is it recognised that one side needs to be slowed down but the other does not. It appears that the side with properties that have higher rating valuations are being treated differently from the side with lower values. If one side is getting measures reducing speeds to 30km/h quickly then why is the other side having such a wait and see approach and waiting until 2031. In the info on the cnc, it was never indicated that we would be expected to cope with increased traffic and increased risk to the safety of our children for 10 years.. one would expect that surrounding streets would be set up for the increased traffic BEFORE the cnc opens. Is it not enough that we have had to put up with continual disruption while the road is built but then we're expected to put up with more speeding traffic going through the intersection right by our house until the council decides they might do something. Why are so many extra cars being encouraged into the side streets by the council not taking action before the rd opens.</p>

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
23396	Clarrie Pearce	n/a	<p>The proposals make it unsafe for me to cycle to work.</p> <p>It is unclear what "final adoption of this plan" really means for residents.</p> <p>The process is unclear with no facts surrounding any future process / consultation or public input for the details.</p> <p>Please refer to my detailed attachment.</p>	<p>They are very vague with "might", "possible", "scope" with no reference to possible costs or funding issues. Based upon this document, could easily reach 2031 with very little having been implemented.</p>	<p>The safety signals crossing Cranford St previously shown near English Park are not on any of the proposal maps on pages 7, 9 and 11.</p> <p>This is all about cars with no safe solutions for people who cycle in some areas. There are only generic statements regarding existing infrastructure, assuming one can get there safely. Not a correct assumption.</p>
23395	Lynda Cameron		<p>The cycleways - knowing the area has a shortage of parking the new cycleways will make the problem much worse in residential areas. Edgeware Road seems to have insufficient width to include a successful cycleway.</p>	<p>Stage 1 - I believe that expanding the one way system of Madras and Barbadoes Streets to Warrington Street is the natural progression especially with traffic lights already being installed in these corners.</p> <p>Stage 2 - Manchester Street has a severe parking problem for the residents especially at night between Bealey Ave and Canon Street. If calming measures means adding plantings in berms on each side of the road, how many more parking spaces will that eliminate? I would prefer that you close the northern end of Manchester Street to through traffic.</p> <p>Stage 3 - safe cycling routes need to be designed to allow enough parking for the residents.</p>	<p>Parking - The Christchurch City Council has encouraged multi-apartment buildings in the St Albans area without ensuring the developers include sufficient parking for each unit/apartment. This means that a two bedroom unit can have four residents with four cars and only one garage/parking space. Leading to the possibility of three cars parked on the road for each unit.</p> <p>We have 21 (2 bedroom) units within 5 sections beside us and another 9 units across the road. Parking is very difficult most of the time especially when the residents leave the car parked in the same place all week and walk to work.</p>
23394	Malcolm Foster		<p>I fully reject the Christchurch Northern Corridor traffic mitigation plan.</p> <p>My primary reason being that this whole project reflects an incredibly 20th century concept of traffic management. The world we live in now is no longer a place for the "build more roads" mentality. Council should be investing millions of dollars into reducing traffic, not making it easier for people to travel by fossil-fueled automobile. Instead of building more roads council could be providing free public transport, carpooling incentives...</p> <p>The other main reason for rejecting this project is that the plan will slice a community in half and flood it with a huge increase in road users. A community made up of Christchurch City rate payers (yes, the folks that are unwittingly paying for the project). It will be sliced in two and flooded with additional traffic to make it easier for traffic from the north (Kaiapoi, Rangiora..) to reach the city (yes, the folks that don't even pay rates in our city). This makes no sense!</p>	<p>It won't work. Brougham Street is an example of the plans failings. Brougham Street is a four lane arterial road that is fed by the southern motorway. It is one of the most congested slow moving roads in the city. This proposed plan makes Cranford Street a (possibly) four lane arterial road that is fed by the northern motorway. What is it they say about repeating something again and again, and expecting different results? Oh that's right, it's the definition of insanity.</p>	<p>You've missed the opportunity to lead the way that a large city can manage traffic in our climate-change effected world.</p>

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
23393	Erin McGill		They appear to be good examples of 1950-60's thinking when we thought private car travel was the way of the future. The future turned out pretty badly - crashes, ugliness, pollution (air, noise, visual). Where are the plans to move PEOPLE and not cars. Countless studies have shown that new roads IMMEDIATELY become clogged with more cars. At the very least - implement a toll on these non rate-payers.	To open the motorway and so the inner suburbs and THEN over the next 3 years study how to allow school children to walk safely to school is madness. Have you heard of computer modelling? DO NOT open the motor way UNTIL you have completed the studies and found out how to mitigate the damage caused by all these Waimakarri people. Currently all your efforts appear to be focused on how to move the waimak cars as easily as possible.	YES, opportunities to do intelligent, forward thinking things. Park and ride. Tolls on vehicles so that the user can start to pay. MEANINGFUL consultation.
23392	Ian McKenzie		I am opposed to the Downstream Effects Management Plan.  The concept of building a 4 lane motorway to bring more traffic into St Albans and only now creating/consulting on the mitigation measures is bizarre. The measures need to be fully developed and implemented before the 'corridor' is opened. The very things that will most effectively mitigate the traffic effects are NOT developed in the plan, such as express bus lanes on the corridor (not on Main North Rd) and upgraded bus network to bring people, but not their cars.	Too many important steps referenced in the plan are the subject of 'further studies', with implementation 'later'. That is not acceptable. The traffic will by then have arrived and we in St Albans will be suffering the effects. Sound mitigation measures need to be developed and implemented in advance.  Building more roads is an outdated method of moving people and only guarantees that there will be more traffic to fill the roadway.	Collaboration amongst the authorities responsible for transport is not mentioned as a mitigation strategy.  CCC, ECAN, Waimak District Council and Land Transport NZ need to be working together to improve public transport NOW, ahead of the corridor opening so that people are moved without a disastrous impact of traffic. That collaboration/cooperation needs to be part of the Downstream Effects Management Plan.  A thorough downstream plan should not have needed a Court Ruling, it needed to be part of the resource consent considerations to balance shorter travel times for those living north of Christchurch with the quality of life for those already living here.
23391	Jane Schollum		Can the Northern Arterial Downstream Effects Management Plan.  The focus of any plan moving forward needs to be on reducing single occupancy commuter vehicle trips instead of prioritising them. Axel Wilke's alternative proposal, which I have seen him present, needs to be adopted and is the only solution for a forward thinking, less car-centric, greener future.	The project is based on an outdated (1950's and 60's) automobile utopia which is well past its relevancy. The construction of the roads before investigating the downstream effects (or indeed a range of alternative 21st century public transport solutions) is ludicrous and negligent.	No one is in charge. All agencies involved in transport development need to be working together to provide a sustainable solution which is as future proof as it can be. This needs to be focused on fast, frequent and well designed public transport for those who choose to live outside Christchurch and commute to work. Why should central city residents have to endure more congestion, noise and pollution caused by those who live in smaller outlying towns who presumably enjoy a quieter environment. No city has ever built their way out of congestion by building more roads. Fact.



## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
23389	Martin Meehan	Kidd's Cakes & Bakery	<p>The recommended plan lacks any coherency by proposing two seperate traffic systems on the one road used by the same traffic. The southern section below Innes rd seems to be an ad hoc budget response to be completed in stages to respond to any increase in traffic. In short, the minimum amount of roading to provide temporary solutions to the obvious problem of a vast increase in traffic down a road that will fail to cope with it.</p> <p>Above Innes rd a median strip runs down the middle of Cranford st. This to quote CNC "To stop right turns into and out of side streets preventing rat runs and also stopping right turns into and out of driveways. This is done to make the road safer. The median will also help prevent head on collisions, another safety plus."</p> <p>My question is if these measures for road safety are important north of Innes, why not south of Innes. Same road, same traffic. Painting yellow lines on the road is no solution to the potential danger of cars turning right into driveways and streets. This behaviour blocks the flow of traffic and encourages dangerous manoeuvres</p> <p>To add to this problem is the fact that large numbers of residents have to reverse out of their driveways. 10.8 vehicle movements per day per dwelling is the NZTA figure this is almost 100,000 reverses into cranford st each year. You can add to this by including visitors, tradesmen, and delivery people who have their on street parking restricted.</p> <p>Any move to have pedestrians share the footpath with cyclists, scooters, postal delivery vehicles and rubbish bins on pick up day also less than optimum.</p> <p>Because of the high traffic volumes there will be increased vehicle emmissions. Unlike the northern Arterial which has fast moving vehicles in open country, cranford st is a built up area with five sets of traffic lights planned along a relatively short length. Lots of stop starts and slow moving or stationary vehicles. Pollution from vehicle exhausts needs to be included in any planning for inner city roads.</p> <p>"The Press"30 March 2019 B4 reprinted an article from the "Times" on a study done in the UK on the effects of vehicle emmissions particularly on young people. To quote the first paragraph, "Teenagers living on polluted</p>		

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
			<p>roads are about 40% more likely to be psychotic the first study of its kind finds" I hope this article is brought to the planners attention and they take note. The best way to fix a mistake is not to make one in the first place.</p> <p>A full safety audit answering these questions is needed before we commit to going ahead with this plan</p> <p>Fresh thinking is needed to find solutions to Christchurches transport problems. The plans for Cranford st are short term tactical thinking and not part of any strategic plan. One idea that has been offered is to run a bus lane along Cranford st and restrict cars to a single lane. This could work with a median strip and also make exiting their driveways safer for residents. This would involve running an improved bus service from Rangiora and Kaiapoi and is a necessary step change in our thinking on roading and transport. We have been presented with a bad situation let us not compound the problem with short term thinking and make a hash of the bits that we can control.</p>		

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
23388	Nicolas Clapham		<p>Stage 1 Projects:</p> <p>The median barrier down Cranford Street would prevent any access to McFaddens through to Knowles for any southbound traffic trying to avoid any bottlenecks, and would just cause extra noise and pollution from the erratic acceleration/deceleration legitimate traffic will be using to navigate any stop start calming measures. On a more personal note, should I have a fire break out, the fire crew already have a longer route, with a handbrake turn at the Innes lights to contend with. I have concerns that restrictive traffic calming will severely increase response times for our emergency personnel.</p> <p>If the existing Papanui to town cycle route to which the SH traffic will be routed is inadequate, then might I suggest that the corridor proposed to the East of Cranford be better enforced than the current set up which allows for phantom red arrows at traffic lights, and near misses at junctions.</p> <p>Having a clearway south of Innes would seem to be significant project creep, and not what was proposed. I was of the understanding that Cranford Street would only be four laned as far south as Innes. The two existing lanes south of Innes appear to be wide enough to support two way traffic without needing a clearway. Tacking on high occupancy lanes would increase the number of lanes from two up to four (I concede that a third lane of flexible direction depending upon need would be a technical weasel around).</p> <p>Stage 3 objections: Traffic calming and cycling routes would echo concerns raised above.</p>		<p>The median strip and traffic calming measures that will only affect local residents affects me; a local rate payer who doesn't live in Waimak district. I'm the one who is unable to drive into town along Cranford Street; upon which I live. To get to my work in Sydenham I will either have to travel along Knowles, Rutland and Springfield which you are now proposing to limit even further, or I turn left out of my door, drive up Cranford, do a youey at some point fairly rural, and come back into town, past my house, and get stuck behind someone who wasn't up all night because you have to excavate at three in the morning.</p>
23387	Sean Hermanspahn		<p>Traffic lights at Barbados and Forfar st are necessary because traffic is already bad at rush hour times.</p> <p>HOV lanes need to be installed</p>	<p>The work that is planned to be done is completely car focused rather than people focused.</p>	

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
23386	Alika Ackroyd		Roosevelt avenue is a school Street in a residential character area. It should be inaccessible to commuter traffic. Entrances should be cul de sac at Westminster to stop rat racing to avoid queues on Cranford. Narrowing and islands do not significantly slow traffic or stop people using the street to avoid queues. They also create noise and vibration pollution where traffic speeds and slows and bounces over raised sections at speed. "Can the plan!" It is unbelievable that work has started on the CNC without finalising downstream traffic mitigation.	Roosevelt Avenue should be assessed before completion of the CNC. It is a main bypass parallel to Cranford street.	Please correct the name of Roosevelt Avenue in all the documentation. It is frequently referred to as "Roosevelt street". Maybe if planners visited the area to do some observation and traffic studies they would be aware of this.
23385	Shireen Jones		We live in cranford street and are aware of the increase in traffic already. We have children attending the St. Albans and feel they are now faced with more traffic dangers. Noise of big trucks cause the house to shudder. We do not want the peak time morning/evening triple lanes to take place .. this would create more noise and more difficulties on trying to cross over.  Already it is a nightmare to try get across two lanes of traffic.  We cannot cross over Cranford street to get to Malvern park, this is not suitable as we walk our dog here.	Please can you not make the triple lanes( peak mornings and evenings)  And can you make a pedestrian crossing in Cranford street at Malvern street (so we can get to the Park)	As above, this plan should never have been started ... complete waste of time and money .. and just going to end in a big bottle neck at Innes road ?  Need to implement a bus route from northern areas instead ... this will then have less cars on this route
23383	William Black		Can the Plan.  Look at the alternative plan that would include public transportation as a primary. More vehicles will lead to more pollution on our already congested roads.	The CNC will bring more traffic. This needs to be reduced with bus or light electric rail options	Rail! Light rail needs to be an option build into new roads if Christchurch is to deal with population growth.
23382	Paul Macsween				Thank you for the opportunity to submit on the Northern Arterial Downstream Effects Management Plan.  I don't support any of the options as they all result in accommodating more cars to move through the Inner City, resulting in negative effects that will then have to be mitigated.  What I do support is an alternative proposal as described here:  <a href="https://talkingtransport.com/2019/03/17/can-the-plan/">https://talkingtransport.com/2019/03/17/can-the-plan/</a>

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
23381	Simon Lindsay				<p>Subject: Northern Arterial Downstream Effects Management Plan submission - CAN THE PLAN - I support the community's alternative plan.</p> <p>Thank you for the opportunity to submit on the Northern Arterial Downstream Effects Management Plan.</p> <p>I don't support any of the options as they all result in accommodating more cars to move through the Inner City, resulting in negative effects that will then have to be mitigated.</p> <p>What I do support is an alternative proposal as described here:</p> <p><a href="https://talkingtransport.com/2019/03/17/can-the-plan/">https://talkingtransport.com/2019/03/17/can-the-plan/</a></p> <p>Whatever the final outcome consideration must be given immediately (not three years down the track) to slowing traffic in Forfar Street.</p> <p>The street has a large play school which generates multiple traffic movements involving small children. It is in the middle of the street where speedsters are just hitting their maximum. I live next door and witness firsthand the many near misses on a daily basis.</p> <p>A similar rationale could apply to the old folks village in the street on the other side.</p> <p>Not quite as many traffic movements but elderly drivers with shall I say impaired driving skills.</p> <p>The street needs urgent traffic speed restrictions.</p>

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
23380	Maria Lamb		I do not support fast-flowing traffic coming to a near stop short of St Albans, a small over populated area, where traffic is already a big issue. So a smaller suburb has to suffer in the long term, to accommodate those who choose to live further out of town?!	I think the project has not been fully thought out. To suggest that Mersey Street and others have speed bumps etc installed to slow traffic flow, plus allow non street parking in some areas, is putting alot of extra stress in areas where space is already limited. I work on the road patrol and have seen so many near misses on Cranford Street as traffic is already traveling too fast, and not interested in stopping at orange lights even at the risk of entering a busy school zone. Many children play on their streets with neighbours, I don't like the idea of more cars being introduced into this already small, but populated area. Surely you can introduce a designated bus lane somewhere in your plans and a two-person lane only to reduce the traffic coming directly into town.	I worry that you have missed all thoughts and concerns of the St Albans/Mairehau residents. Many people chose these quieter suburbs to live in, near town but not with the same amount of traffic day in, day out. It appears to be that the welfare of those traveling between the effected suburbs have been given more precedence than those who are directly going to be effected with more noise, more traffic and less guaranteed safety on their local streets.
23379	Milena Pascuzzi	Ministry of Awesome			<p>Subject: Milena Pascuzzi = Northern Arterial Downstream Effects Management Plan submission - CAN THE PLAN - I support the community's alternative plan.</p> <p>Thank you for the opportunity to submit on the Northern Arterial Downstream Effects Management Plan.</p> <p>I don't support any of the options as they all result in accommodating more cars to move through the Inner City, resulting in negative effects that will then have to be mitigated.</p> <p>What I do support is an alternative proposal as described here:</p> <p><a href="https://talkingtransport.com/2019/03/17/can-the-plan/">https://talkingtransport.com/2019/03/17/can-the-plan/</a></p>
23378	Tracy Abbot				<p>Subject: Tracy Abbot : Northern Arterial Downstream Effects Management Plan submission - CAN THE PLAN - I support the community's alternative plan.</p> <p>Thank you for the opportunity to submit on the Northern Arterial Downstream Effects Management Plan.</p> <p>I don't support any of the options as they will all encourage more cars to move through the Inner City, resulting in negative effects that will then have to be mitigated.</p> <p>What I do support is an alternative proposal as described here:</p> <p><a href="https://talkingtransport.com/2019/03/17/can-the-plan/">https://talkingtransport.com/2019/03/17/can-the-plan/</a></p>

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
23377	Nicki Sutton				<p>Subject: Nicki sutton= Northern Arterial Downstream Effects Management Plan submission - CAN THE PLAN - I support the community's alternative plan.</p> <p>Thank you for the opportunity to submit on the Northern Arterial Downstream Effects Management Plan.</p> <p>I don't support any of the options as they all result in accommodating more cars to move through the Inner City, resulting in negative effects that will then have to be mitigated.</p> <p>What I do support is an alternative proposal as described here:</p> <p><a href="https://talkingtransport.com/2019/03/17/can-the-plan/">https://talkingtransport.com/2019/03/17/can-the-plan/</a></p>
23376	Maurice Earl				<p>I live on Thames Street. The first Street East of Cranford &amp; South of Innes Road that doesn't have a narrow entry off Innes Road nor an intermediate stop sign at a cross road. I am concerned the major transition point at the end of the CNC (at Innes Road) will lead to even greater traffic in my street. I do not want this additional traffic in my Street.</p> <p>Thames Street has an early child care facility, an after school care centre and a Church, all in the southern block between Dee Street and Westminster Street. The users and visitors of these places &amp; all the local residents will be placed at greater risk of injury if increased through traffic is created by the CNC.</p> <p>I read the brochure provided in my letterbox regarding the above project.</p> <p>I interpret your Stage 1 words and map (pages 6 &amp; 7) to mean, stage 1 will include a reduced speed limit in my street before the CNC is open. I support this and would prefer it to be the lower 30km/h limit of the two proposed limits listed. The sooner the better for this change please.</p> <p>I interpret your Stage 3 words and map (pages 10 &amp; 11) to mean, stage 3 will include monitoring of the traffic in my street and the introduction of additional traffic calming measures, if the traffic monitoring indicates high levels of short cutting. I support this proposal also. However I would like to know in advance, what will be considered "high levels of short cutting" I am concerned with the vagueness of that statement.</p>

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
					<p>Is it 10% more than current traffic volumes?</p> <p>Please keep me informed of progress and decision making along the way, especially in regards to my street &amp; especially any additional traffic calming proposals.</p> <p>Can you please confirm receipt of this email?</p>
23375	Peter Jasper				<p>Subject: Peter Jasper: Northern Arterial Downstream Effects Management Plan submission - CAN THE PLAN - I support the community's alternative plan.</p> <p>Thank you for the opportunity to submit on the Northern Arterial Downstream Effects Management Plan.</p> <p>I don't support any of the options as they all result in accommodating more cars to move through the Inner City, resulting in negative effects that will then have to be mitigated.</p> <p>What I do support is an alternative proposal as described here:</p> <p><a href="https://talkingtransport.com/2019/03/17/can-the-plan/">https://talkingtransport.com/2019/03/17/can-the-plan/</a></p>
23374	Dennis Musgrove				<p>Subject: Northern Arterial Downstream Effects Management Plan submission - CAN THE PLAN - I support the community's alternative plan.</p> <p>Thank you for the opportunity to submit on the Northern Arterial Downstream Effects Management Plan.</p> <p>I don't support any of the options as they all result in accommodating more cars to move through the Inner City, resulting in negative effects that will then have to be mitigated.</p> <p>It is time, to think of people first, not cars.</p> <p>What I do support is an alternative proposal as described here:</p> <p><a href="https://talkingtransport.com/2019/03/17/can-the-plan/">https://talkingtransport.com/2019/03/17/can-the-plan/</a></p>



## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
23373	Ambrose Heal				<p>Subject: Peter Davey = Northern Arterial Downstream Effects Management Plan submission - CAN THE PLAN - I support the community's alternative plan.</p> <p>Thank you for the opportunity to submit on the Northern Arterial Downstream Effects Management Plan.</p> <p>I don't support any of the options as they all result in accommodating more cars to move through the Inner City, resulting in negative effects that will then have to be mitigated.</p> <p>What I do support is an alternative proposal as described here:</p> <p><a href="https://talkingtransport.com/2019/03/17/can-the-plan/">https://talkingtransport.com/2019/03/17/can-the-plan/</a></p>
23372	Steven Moore				<p>Subject: Northern Arterial Downstream Effects Management Plan submission - CAN THE PLAN - I support the community's alternative plan.</p> <p>Thank you for the opportunity to submit on the Northern Arterial Downstream Effects Management Plan.</p> <p>I don't support any of the options as they all result in accommodating more cars to move through the Inner City, resulting in negative effects that will then have to be mitigated.</p> <p>What I do support is an alternative proposal as described here:</p> <p><a href="https://talkingtransport.com/2019/03/17/can-the-plan/">https://talkingtransport.com/2019/03/17/can-the-plan/</a></p>

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
23371	Trish Lindsay				<p>Subject: Trish Lindsay - Northern Arterial Downstream Effects Management Plan submission - CAN THE PLAN - I support the community's alternative plan.</p> <p>Thank you for the opportunity to submit on the Northern Arterial Downstream Effects Management Plan.</p> <p>I don't support any of the options as they all result in accommodating more cars to move through the Inner City, resulting in negative effects that will then have to be mitigated.</p> <p>What I do support is an alternative proposal as described here:</p> <p><a href="https://talkingtransport.com/2019/03/17/can-the-plan/">https://talkingtransport.com/2019/03/17/can-the-plan/</a></p>
23370	Geraldine Pickles				<p>Subject: Geraldine Pickles - Northern Arterial Downstream Effects Management Plan submission - CAN THE PLAN - I support the community's alternative plan.</p> <p>Thank you for the opportunity to submit on the Northern Arterial Downstream Effects Management Plan.</p> <p>I support Jim Pickles's submission regarding cycling to reduce car use</p> <p>I don't support any of the options as they all result in accommodating more cars to move through the Inner City, resulting in negative effects that will then have to be mitigated.</p> <p>I also support an alternative proposal as described here:</p> <p><a href="https://talkingtransport.com/2019/03/17/can-the-plan/">https://talkingtransport.com/2019/03/17/can-the-plan/</a></p>

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
23369	Emma Twaddell				<p>Subject: Emma Twaddell = Northern Arterial Downstream Effects Management Plan submission - CAN THE PLAN - I support the community's alternative plan.</p> <p>Thank you for the opportunity to submit on the Northern Arterial Downstream Effects Management Plan.</p> <p>I don't support this plan as it results in accommodating more cars moving through the Inner City, resulting in negative effects that will then have to be mitigated.</p> <p>I support the Council working with the WDC, the Government, Ecan and NZTA to come up with a plan that is eligible for Targeted Enhanced Funding Assistance.</p> <p>I support is an alternative proposal as described here:  <a href="https://talkingtransport.com/2019/03/17/can-the-plan/">https://talkingtransport.com/2019/03/17/can-the-plan/</a></p>
23368	Anne Talaska				<p>Subject: Anne Talaska = Northern Arterial Downstream Effects Management Plan submission - CAN THE PLAN - I support the community's alternative plan.</p> <p>Thank you for the opportunity to submit on the Northern Arterial Downstream Effects Management Plan.</p> <p>I don't support any of the options as they all result in accommodating more cars to move through the Inner City, resulting in negative effects that will then have to be mitigated.</p> <p>What I do support is an alternative proposal as described here:  <a href="https://talkingtransport.com/2019/03/17/can-the-plan/">https://talkingtransport.com/2019/03/17/can-the-plan/</a></p>

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
23367	Glenn Robinson				<p>Subject: glenn robinson = Northern Arterial Downstream Effects Management Plan submission - CAN THE PLAN - I support the community's alternative plan.</p> <p>Thank you for the opportunity to submit on the Northern Arterial Downstream Effects Management Plan.</p> <p>I don't support any of the options as they all result in accommodating more cars to move through the Inner City, resulting in negative effects that will then have to be mitigated.</p> <p>What I do support is an alternative proposal as described here:</p> <p><a href="https://talkingtransport.com/2019/03/17/can-the-plan/">https://talkingtransport.com/2019/03/17/can-the-plan/</a></p>
23366	Rob Hull				<p>Subject: Rob Hull =Northern Arterial Downstream Effects Management Plan submission - CAN THE PLAN - I support the community's alternative plan.</p> <p>Thank you for the opportunity to submit on the Northern Arterial Downstream Effects Management Plan.</p> <p>I don't support any of the options as they all result in accommodating more cars to move through the Inner City, resulting in negative effects that will then have to be mitigated.</p> <p>What I do support is an alternative proposal as described here:</p> <p><a href="https://talkingtransport.com/2019/03/17/can-the-plan/">https://talkingtransport.com/2019/03/17/can-the-plan/</a></p>

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
23365	Margreet Stronks				<p>Subject: M H J Stronks = Northern Arterial Downstream Effects Management Plan submission - CAN THE PLAN - I support the community's alternative plan.</p> <p>From the early seventies St Albans has said 'no' to the Northern Arterial as proposed by CCC</p> <p>Thanks goodness so far this divisive intrusion has not gone ahead.</p> <p>Now again I thank you for the opportunity to submit on the Northern Arterial Downstream Effects Management Plan.</p> <p>I don't support any of the options as they all result in accommodating more cars to move through the Inner City, resulting in negative effects that will then have to be mitigated.</p> <p>What I do support is an alternative proposal as described here:  <a href="https://talkingtransport.com/2019/03/17/can-the-plan/">https://talkingtransport.com/2019/03/17/can-the-plan/</a></p>
23364	Lorraine Sheard				<p>Subject: Lorraine Sheard= Northern Arterial Downstream Effects Management Plan submission - CAN THE PLAN - I support the community's alternative plan.</p> <p>Thank you for the opportunity to submit on the Northern Arterial Downstream Effects Management Plan.</p> <p>I do not support any of the options as they all result in accommodating more cars to move through the Inner City, resulting in negative effects that will then have to be mitigated.</p> <p>What I do support is an alternative proposal as described here:  <a href="https://talkingtransport.com/2019/03/17/can-the-plan/">https://talkingtransport.com/2019/03/17/can-the-plan/</a></p>

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
23363	Peter Richardson				<p>Thank you for the opportunity to submit on the Northern Arterial Downstream Effects Management Plan.</p> <p>I don't support any of the options as they all result in accommodating more cars to move through the Inner City, resulting in negative effects that will then have to be mitigated.</p> <p>What I do support is an alternative proposal as described here:</p> <p><a href="https://talkingtransport.com/2019/03/17/can-the-plan/">https://talkingtransport.com/2019/03/17/can-the-plan/</a></p> <p>We should be discouraging urban sprawl and commuting from Rangiora and other northern satellite centres, particularly as those communities are not sharing the social and financial costs.</p>
23361	Bruce McMillan		<p>With 75% reduction in traffic on the Main North road and Marshlands road, it has to go somewhere. Trying to squeeze it down Cranford street just won't work. There needs to be greater emphasis on public transport, car sharing, bike and bus etc. There does not appear to be any one person or body overseeing the WHOLE project. Consequently there is much that has not be given due consideration. Listen to the community who will be most aversely affected.</p>		
23360	Michael Lawrence		<p>We have great concern about the huge number of cars coming off the CNC into Barbadoes St. A four-lane highway feeding into a two lane arterial road is asking for problems. Many drivers will divert (rat-run) into streets like ours (Edgeware Rd) as they search for a faster route from the built-up traffic. Traffic in our street could build up by more than 30% over time. We urge that no lights be placed at the Edgeware/Hills intersection. It will only encourage more vehicles. Why is there no traffic "quietening" planned at the eastern end of Edgeware Rd?</p>	<p>As has been noted by others: "it's all about moving people, not single-occupant cars." We agree. More planning should be put in place to make public transport more attractive. Why are safety issues, "traffic mitigation" and community access delayed until stage 2 and even stage 3?</p>	<p>No right hand turns our of Cranford St into side streets between Innes and Bealey will mean great inconvenience to residents and split the St Albans community. Surely park and ride options should be seriously considered if we are to put people before cars.</p>
23358	Kim Eagle		<p>There needs to be ways to slow the traffic through Thames st it is a race track now so with more traffic it will be far worse!</p>		

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
23357	Lynda Gill		<p>The project completely ignores the impact it will have on:</p> <p>The environment - more cars, more pollution</p> <p>The community - safety, sense of community as a whole, the general and psychological wellbeing of the people in the affected areas</p>		
23356	Meg Christie		<p>I am concerned that the plan makes it far too attractive for people to continue to drive private vehicles from the north into the city. Currently Brougham Street is gridlocked at rush hour as cars stream off the southern motorway extension and then find nowhere else to go - exactly the same thing will happen here. More cars will also create parking pressure in the CBD. The plan will also create more air more polluted, thus undermining Council's goals of carbon neutrality and sustainability. Encouraging more car trips will also make our streets less safe, less attractive for pedestrians, either accessing PT or walking for the whole trip, and people on bikes, and thus fails to truly provide mode choice. Therefore more environmentally sustainable options such as cycling and public transport, including rail, needs higher consideration in the plan.</p> <p>The plan does not provide for latent cyclists. I would like council to provide cycle infrastructure in the north east area of Christchurch (Burwood, Mairehau, Marshland, Prestons, Shirley, St Albans) and should include a direct, protected north south cycle and east west routes. I would like to see speed restrictions in streets that are expected to have increased vehicular traffic rat running. I recommend 30kmph.</p> <p>The plan fails to attract people to use public transport. Funding needs to be redirected to regional council to increase the frequency and number of buses. There needs to be permanent bus lanes on the Northern Arterial. If the free central city shuttles are reinstated this would further encourage people to leave cars behind while promoting economic activity within the CBD.</p> <p>The plan also fails to specify how and when, if ever, passenger rail can be a viable transport option from the north.</p> <p>I suggest that park &amp; ride/pedal would further entice</p>		

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
			people to not take their cars into the city boundary and consider PT or cycling for the last part of their journey. Facilities should not just be muddy, gravel-filled empty sections - they need to be sealed with good drainage and be well-lit and have toilet facilities. Again, funds need to be redirected to ECan, or at the very least consultants employed to ascertain the best sites for park and ride/pedal facilities for maximum usage.		
23355	Kathleen Bremner		I don't feel Thames st impact has been fully considered. Although not arterial it is used by huge amount of people to cut out Cranford between Innes and Westminster as is the only street joining these two in the area without streets bisecting and without stop signs as a result. Far more cars use it as they can get to Westminster and have an easy left turn then onto Forfar. Cars also travel faster down Thames than Severn or Mersey as a result if there being no stop signs.		The increase in traffic in this area is going to have a huge effect on the community, our local school and most importantly the safety of our children. Cranford street crossing is bad enough as it is. I hope the death of a child is not the result of this project.
23350	Emma Twaddell		CAN THE PLAN. Develop the community alternative plan. Reduce the number of cars on Christchurch roads. Make public transport the best option for northern Christchurch commuters to come into the city. Do not open the Northern Arterial Extension until one lane of the Northern Arterial is	Courtenay St redevelopment has been taken out of the 19/20 and 20/21 CCC budget.  How and why did this happen? By whom and what process was followed? This information has been asked for previously by the Pap Innes CB. Can this count as a LGOIMA request please.	Actioning Integrated transport planning is required with all the authorities involved and providing funding. Have a plan that is eligible for Targeted Enhanced Funding Assistance  It is the CCC's obligation to be socially responsible and to combat climate change first.
23349	Andrew Sprouse		On stage 1, do you propose to reduce the speed limit on Barbadoes St? If so, I don't agree, about the high vehicle occupancy lane is dreamland!!! who car shares?? It's called a bus!!!	I agree with the proposals to stage one, even some of that is probably unnecessary as I'm not sure where all this increase in traffic is going to?? There seems to be a lot less businesses in the CBD, half of it isn't rebuilt!!!	
23347	Barbara Miller		Walkers - How are persons walking going to get across Cranford St at McFaddens Rd. (Many people cross here for the bus, also children cross to go to school). Walkers also have to try to cross Innes Rd to get to bus stops (no crossing)	Cars - Persons in the areas bounded by Cranford St/Innes Rd/Philpotts Rd are becoming isolated. There will be no exits onto Cranford St. Exits onto Innes Rd (Jameson & Nancy Ave) are very difficult use to cross Innes Rd / or turn right onto at busy times (large majority of day)	
23346	Daniel Allan			Stage 1. Malvern St calming measure needs to include traffic speed calming around Malvern Park. This street is used as a short cut by traffic and often driven at speed past children.	Please slow traffic on Malvern Street. A child will be injured or killed if people continue to use this street as a speedy shortcut.



## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
23345	June Peka		<p>Living in Westminster St, we are concerned about the effects of this project on our lives. We are particularly concerned @ the proposed cycleways in our street. Our street is busy &amp; often over-parked due to the businesses @ 127 Westminster. We feel cycleways can only exacerbate the problems we already have. And/or it would help to move the businesses back into the relevant zone.</p>	<p>Have you considered making some streets "cycle only" and/or "vehicle only" particularly in this area or that north of Innes? If you were to do this with Westminster between Forfar &amp; Rutland for example, with parking only for residents, it would make for safer passage for parents getting (walking and biking) their children to school.</p>	<p>To assist in reducing traffic numbers, we suggest using the Cranford St market garden land as "park n ride", limiting traffic into the city to public transport &amp; commercial vehicles. There is already an existing cycleway in place from Main North Road to Rutland.</p>
23344	Michael Sheedy	Mairehau Primary School Board of Trustees	<p>The Board of Trustees (the Board) for Mairehau Primary School provides the following feedback to Christchurch City Council (CCC) on the proposed traffic management as part of the Christchurch Northern Corridor (CNC) project.</p> <p>Mairehau Primary School is a full primary school catering for students year 0-8 with a current grading roll of 487. We have approximately 300 families within our school community located in northern Christchurch. We are experiencing rapid growth in student numbers with the Ministry of Education predicting the roll growth to reach 750 students by 2031.</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 on Innes Road at the start and finish on school days and in the afternoons on Mahars Road.</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> <p>The pedestrian crossing on Innes Road, and the safe operation of school road patrols</p> <p>The afternoon school patrol crossing on Mahars Road.</p> <p>The safety and function on the following intersections for all travel modes:</p>	<p>It is great to see that speed restrictions are being imposed on Philpotts Road and Kensington Ave in Stage 1. These speed restrictions alone will not stop the increase in traffic entering Innes Road between two primary schools, St Francis of Assisi and Mairehau Primary School.</p>	<p>There is no provision for a signalised intersection at the intersections of Philpotts Road and Innes Road and also Kensington Ave and Innes Road. These intersections expose our tamariki walking and cycling to school to the risk of harm from increased traffic flows. The traffic flowing from Philpotts Road to Kensington Ave, and vice versa, already poses a risk due to the fact that cars have to cross Innes Road and then make a rapid turn allowing little warning for tamariki to cross safely.</p> <p>There has been no effort to manage traffic speed and volume past the schools main entry and exit point on Mahars Road. This does not have a controlled crossing point and relies completely on the awareness of drivers and tamariki. A pedestrian crossing is needed here to highlight to drivers that foot traffic is present.</p>

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
			<p>Innes Road / Philpotts Road intersection</p> <p>Innes Road / Kensington Ave intersection</p> <p>Innes Road / Mahars Road intersection</p> <p>Westminster St / Kensington Ave intersection</p> <p>Westminster St / Mahars Road intersection</p> <p>These are currently all priority-controlled intersections.</p> <p>The Board of Trustees are concerned that there has been no consideration to the management of these intersections for the usage of our tamariki and whānau to and from school with the increase of traffic flow.</p>		
23343	Paul Jenkins		<p>I AM UPSET THAT WE WILL BE ISOLATED BY HUGELY BUSIER ROADS FROM WHAT I REGARD AS MY PRECINCT OF ST ALBANS.</p> <p>I LIKE TO VISIT ABBERLEY PARK WITH MY GRANDSON WHO LIVES WITH US AND ALSO THE ST ALBANS SHOPPING CENTRE. ALL THIS WILL BE MORE DIFFICULT WITH YOUR PLANS TO VIRTUALLY DIRECT A MOTORWAY OF TRAFFIC THROUGH MY NEIGHBOURHOOD.</p>		
23342	Norma Kloosterman		Strongly support the intersection upgrades, the clearway and reduced speed limits.	The suggested study / construction of north-south cycle corridor needs to be moved from stage 3 to stage 1. Have a good alternative in place besides the Papanui parallel before you put the clearways in	I think it will be a good thing to upgrade Hills Road, this may well be a good alternative for a lot of down stream traffic to take off Cranford St & Bealey Avenue. Please include monitoring public transport, how many people are actually using the bus.
23341	Brendon Gardner		Main concern is increased traffic using local St Albans streets as 'rat runs'! Therefore I support as many traffic calming measures as possible. Limiting access / egress onto Cranford is one good way, raised intersections, stop signs, lower speeds (e.g. 40 km/hr), narrowed streets	Sooner the traffic calming can be completed on McFaddens / Weston / Knowles the better.	Previously stated left in & left out only at McFaddens Road (due to barrier). I supported this as limits use of local roads to non-residents. However no mention here of that (nor the barrier)?

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
23340	Marney Ainsworth		<p>Scrap all plans to four-lane Cranford St.</p> <p>Shift people not cars.</p> <p>Introduce bus lanes first</p> <p>Go to the Minister of Transport and can the plan.</p>		<p>The interests of the local residents.</p> <p>People before cars; communities before cars.</p> <p>The long-term future of Otautahi Christchurch as a strongly sustainable city is compromised by this proposal.</p> <p>The proposal does nothing to reduce the carbon footprint of the city and its environs</p>
23333	Vaughan Hartland		<p>As a resident of Roosevelt Ave we are supportive of the restricted turning in and out of Malvern and Dee streets. We see this as essential to lower the likely increase in traffic on this street. There are many families with young children in this street and it is a clear safety issue as Roosevelt Ave is wide and encourages driving at speed. This will be exacerbated if people see this as an alternative to remaining on Cranford Street.</p>	<p>We are supportive of traffic calming on Roosevelt Avenue. Speeding is already an issue on this street and the increased volume of traffic in this area will increase these occurrences. It is an obvious outcome and we are highly concerned that if calming is not put in place immediately there is a high likelihood of injury or fatality, potentially involving children. A large number of young children live in this street and/or use or cross this street as an access to St Albans school. Our view is that traffic calming on this street should not wait until stage 2. It should be part of stage 1. Safety is imperative.</p>	
23328	Jamie Tulker		<p>As a new resident of Christchurch, I'm in awe of how short sighted the original planning for the CNC was. As a resident of Barbadoes St, I am concerned that the proposed speed zone does not extend to Barbadoes, yet CCC is still planning to study an arterial upgrade to Barbadoes St.</p>		<p>I'm unsure of how North Christchurch residents currently find themselves / their vehicles in the CBD? I think it a shame that tax paying residents living in proposed project area are soon going to be subject to increased noise, air, and visual pollution for the benefit of residents living North of Christchurch</p>
23319	Toni Jones				<p>As a local resident of St Albans, I am concerned about the CNC and its effects on residents of St Albans. After attending a recent community board meeting at Papanui Service Centre, I was not surprised to hear the lack of support for the project from our elected representatives at that meeting. I was saddened that the consensus is that the corridor is a monster and that the concerns now being raised were not heard earlier, before work commenced. As a result of the inevitability of the project being completed in the not so distant future, the mitigation plan is of upmost importance to me and other residents of St Albans.</p> <p>My concerns are:</p> <p>* Right turning off Cranford Street onto Knowles, McFaddens and Weston Roads, which would increase traffic flows onto Mays Road and parallel streets exponentially. There has been some assurance that this is not going to happen, when I earlier expressed my</p>

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
					<p>concerns.</p> <ul style="list-style-type: none"> <li>* Traffic calming be sufficient to slow down the flow of traffic travelling north onto Cranford Street when cars are turning left from Knowles, Weston and McFaddens onto Cranford Street. Traffic flows in the 4-6pm time periods will increase substantially in these areas and as there are many families with young children in the area, it is important for safety that traffic flows at a reduced speed.</li> <li>* Traffic speed in the streets that have traffic calming should have a maximum speed of 30km/h, as the streets in the Christchurch city do.</li> <li>* Safety of cyclists travelling on these streets with increased traffic volumes. CCC has invested a lot of money into the development of cycleways, so they need to ensure cyclists are not put at risk through increased traffic flows and speeds.</li> <li>* Improved signage to protect pedestrians, cyclists and children using the streets of St Albans everyday.</li> </ul> <p>I trust that these concerns will all be addressed through this feedback process.</p>
23318	Helen Amer		Stop! The DEMP plan will damage our community irreparably. Our council should be looking at sustainable options such as Park and Ride instead of funnelling more motorists through our community. In addition, our children cross Cranford St to get to St Albans School and the impact on their health and safety is of huge concern to us.		This is NOT the way our city should be tackling this problem. We need a plan which puts the community first and is in line with the longterm strategic goals of the council and central government. This extension should not go ahead.
23316	Megan O'Neill				<p>Why don't we look towards the future and invest in more eco friendly public transport than build/widen roads which will inevitably fill up.</p> <ul style="list-style-type: none"> <li>- Tram down Cranford</li> <li>- Train Rangiora to Rolleston</li> <li>- Buses that actually appeal / use debit cards on board etc. etc.</li> </ul>
23314	John Atkinson				Put technology in place to ensure that speed limits are STRICTLY adhered to. Speeding vehicles create UNTENABLE noise.....

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
23313	Amy Hart				<p>Thanks for the opportunity to provide feedback.</p> <p>Can you please have a look at the expected impact on Springfield Road and implement any mitigation / traffic calming measures by Stage Two? Living locally I know that Springfield Road is one of the fastest routes south into the city. As it's only one block over from Cranford Street it's very likely that many drivers will divert to Springfield Road as a short cut.</p> <p>Can you also please have a look at ensuring that Edgewater Village stays easily accessible by Stage One? This area already gets very congested with a lot of traffic on weekdays. As Cranford Street passes directly through Edgewater Village it could likely be gridlocked after the Northern Corridor opens, making it very difficult to access the supermarket, fresh veggie shop, etc.</p> <p>Thanks for your consideration of these points.</p>
23312	Adrian Price		<p>please rethink how this will be managed. There is a frightening potential for disaster here, making the downstream suburbs into rat runs of speeding cars trying to gain faster access to the city from outlying areas (including out of the city itself and into north Canterbury).</p>	<p>I'd like to see provision for park and pedal options, for parking restrictions to encourage drivers to park further away and use public transport options, lots of opportunities for suburban cyclists to join and leave using protected cycle lanes to access the city and all the suburbs adjoining the CNC.</p> <p>It's plain that despite traffic calming measures and speed restrictions, sharrows and other measures in Trafalgar street, rush hour is much the same with grumpy drivers speeding and not sharing the roads with pedestrians, kindergarten users and cyclists</p>	
23311	Amanda van Kuppevelt		<p>This plan is all about moving cars and has no consideration for the safety of people, pedestrians, locals and cyclists.</p> <p>The plan to manage increase traffic between Innes Road and Bealey Avenue is flawed. It will lead to an increase in safety and traffic flow issues that far outweigh the benefits of the plan.</p> <p>It will also lead to hardships based on a substantial loss in value of the properties in the St Albans Area.</p> <p>It will lead to a major physical divide in this 150+-year-old community with the increase in traffic in Cranford Street and the surrounding overflow areas.</p>	<p>The consultation process has happened well after the motorway CNC has been built. The plan says there was consultation in 2018. We have been residents since 2014 and have never had the opportunity to incorporate our views BEFORE the construction began. In fact, we have been lead to believe that this part of the street (between Innes Road and Bealey) would be substantially quieter with traffic being vented away from Cranford Street at the Innes Road intersection.</p> <p>This was further alluded to by consents being given for TWO new daycare facilities being opened on the West side of Cranford Street.</p> <p>Safe access to schools is only at stage two - this should be the first consideration in any plan. The 'watch and</p>	<p>Consideration for traffic on T-intersections.</p> <p>The proposed plan to feed Southbound traffic down Berwick Street to Barbadoes street will not work.</p> <p>The right-hand turn needed, even with an intersection upgrade, will slow down traffic and cause more people to run red lights to turn right. The traffic waiting to turn right will back up to the Madras Street intersection - there is NOT ENOUGH ROOM for traffic to fit.</p> <p>The proposed plan to feed North-bound traffic into Madras then Berwick Street will also not work because there is already a substantial amount of traffic going through that intersection from ALL approaches, putting more pressure on this intersection. The flow effect of more traffic needing</p>

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
			<p>There has only been given one sentence of explanation as to why the CNC was not being fed onto Marshland Road.</p> <p>There is no explanation other than "to make room for increased local traffic as the (Marshland Road) area develops. However, this area has ample room to expand and allow for wider roads to flow traffic into town - where an EXISTING ESTABLISHED community does not have the room to accommodate additional lanes required for a 50% increase in traffic.</p> <p>SAFETY - the safety of our St Albans children is in jeopardy. An increase in traffic WILL lead to a pedestrian crossing the road to be seriously injured. The Cranford/Westminster Street intersection is already a dangerous intersection with people running red lights through being in a rush and not paying attention. This will only be more dangerous with an increase in congestion, impatience and inattention that comes with congestion.</p> <p>The traffic calming measures will not work. As congestion grows, people will seek more options to find alternative routes alongside Cranford Street. The perception in behaviour is that it is better to be moving, albeit slower on narrower streets, even with speed bumps than sitting still in traffic waiting for numerous light changes before you can fit across an intersection.</p>	<p>'see' approach is like shutting the gate after the horse has bolted. The backup plan of a pedestrian crossing opposite English Park will not work. Cars do not physically fit in the stretch of road on Cranford between Warrington and Berwick. The addition of another set of lights will lead to a false (and dangerous) sense of security where pedestrians, in theory, have the right of way, but will mean more red light runners and frustrated commuters will try to sneak through when it is not safe.</p> <p>STAGE 3 delivery - up to 2031??</p> <p>The pedestrian access needs to be addressed NOW, not in future stages. By allowing up to 10 years to watch and see and implement means 10 years of roadworks IN ADDITION to the increase in traffic. This should all be addressed BEFORE the CNC off-ramp.</p>	<p>to turn from 'the bottom of the T' from Berwick, right into Cranford will also slow down the Cranford Street traffic flow as the time allowed to turn will need to increase - OR have not enough room for backed up traffic to fit as it waits to turn.</p> <p>HOV lanes opposite English Park (St Albans School entrance), and the daycare two drives North of the entrance.</p> <p>This right lane will be blocked while people turn right into these two very busy entrances. Even after 9am the traffic is blocked as people wait to turn right while heading south. The inclination will be to swing around them into the left lane (which people already do at 50kn / hr (I watch them every day) - cutting off the other lane of traffic and pulling into a lane on their blind side. Prohibiting a right-hand turn (the alternative) will lead to vehicles needing to take the back roads in order to turn left (and head north) to access these.</p> <p>INNES ROAD - heading West. There is not enough room on Innes Road west of Cranford Street at the moment. With the increase of more traffic being flowed that direction will only increase problems. How can you increase traffic to this street when there is physically not enough room now? MARSHLAND ROAD - Why is the plan not to feed traffic to Marshland Road? As is stated in the proposal the area is 'being developed' which means the road infrastructure can be put in place BEFORE the population gets larger in that area, not AFTER as you are planning with this option.</p>
23309	Dave Evans	None	<p>I vehemently disagree with the downstream traffic management plan. It will destroy St Albans as a family friendly suburb to support people that do not live in this city.</p>	<p>Yes,</p> <ol style="list-style-type: none"> <li>1. The City Council should listen to its citizens and not be bullied by ECAN or the central government</li> <li>2. Put a toll on it at the city boundary.</li> <li>3. Make ECAN do their job as a regional authority and put in public transportation to mitigate the damage this will do. In the meantime, the City should spend no funds or take any action to fix this mess that should never have been adopted.</li> </ol>	<p>Yes, common sense. Any successful highway system anywhere in the world does not have a multilane highway end into the midst of a 2 lane residential city with a T ending less than 2Km away bordering the central downtown.</p> <p>Multilane highways are designed to go around or through cities not stop at the edge.</p>

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
23300	Karen Anderson		<p>Can the Plan please!</p> <p>The proposal by Alex Wilke is far more sensible and appealing. It is vital that Christchurch is serviced by efficient public transport links. We need to get people NOT cars into the city. We need dedicated bus lanes (not just for peak hours) and a bus services that runs frequently during peak times at a cost that will get commuters out of their cars and into public transport.</p>	<p>I am deeply concerned that the current plan funnels more unwelcome traffic into our residential neighbourhoods. Please can we revisit better public transport links into the city or at the least park and ride options? I cycle to work every day and am very concerned at the danger to fellow cyclists and pedestrians with the increase in traffic. We need to have safe roads for our vulnerable pedestrians/cyclists (particularly our school children making their way to and from school). Simply bringing more cars through residential areas is short sighted - we need a sustainable and efficient way of bringing people into the city.</p>	<p>Have any studies been commissioned on the increase in air pollution, noise pollution, etc?</p>
23299	John Skipper		<p>I am pleased the CCC is working on managing the additional traffic once the CNC is open. I have concerns about the time it is taking, with significant potential for disruption and congestion during what appears to be a delayed consultation and construction period, not closely aligning with the CNC project.</p> <p>I like the clearway right through to Bealey Avenue idea, on Cranford/Sherborne Streets.</p>	<p>As above, too slow, perhaps.</p> <p>I am not a great fan of all this traffic calming and avoidance of "rat-running". If the main arterial traffic system is designed so the traffic flows, why would anyone want to take a short-cut? It is an admission that the arterial system is not right. And it is expensive for little or no useful value. Put the money into the arterial roads.</p> <p>I have sympathy for the local residents and their need to get children to school and the likes. I would prefer under/over passes to more and more traffic lights.</p> <p>I like the "no right turn" considerations on and off the arterial road.</p>	<p>How to reduce the number of traffic lights.</p>
23298	A G Talbot		<p>Right turning traffic from Cranford into McFadden/Weston/Knowles</p> <p>My main concern is the issue of right turning traffic from Cranford Street into McFaddens Road, and also into Weston and Knowles. I am sure that many other residents support the blocking of right turning traffic from Cranford Street, otherwise McFaddens Road, and Weston/Knowles will effectively become motorway exit ramps with thousands of vehicles travelling into the suburban streets west of Cranford. This would be a disaster for the area and severely affect Paparoa Street School and the general amenity values of our area.</p> <p>I am concerned that in the 'Have Your Say' booklet provided to the public there is no mention of the no right turn provision regarding the above streets. Why is that? I have been recently told by Councillor Pauline Cotter, in writing, that planners have confirmed there</p>		

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
			<p>will be a permanent median strip on Cranford preventing right turns into McFaddens/Weston/Knowles. This was reinforced by one of the CCC planners (Nelish?) at the drop in session on 26/3/19. Therefore, I expect that this is the case and that the prevention of right turns from Cranford Street will be maintained throughout this process and into the future and there will be no last minute secret revisions.</p> <p>Other issues.</p> <p>I generally support all the other provisions outlined in the 'Have Your Say' booklet which in mitigates the massive negative impacts of the CNC on the St Albans area. Personally I feel pessimistic about what this totally car-centric project is going to mean for an established Christchurch suburb, that it is going to be an environmental and social disaster.</p> <p>I strongly support the implementation of any wider upstream traffic reduction measures, that is the effective reduction of total number of vehicles flowing through St Albans because of the CNC. This does not have a high enough priority in my assessment in stage 1 and subsequent stages. There needs to be much greater emphasis on reduction of single occupancy vehicles through effective incentivisation and the development of better public transport systems, which makes this mode more attractive than the private vehicle.</p> <p>Specifically I strongly support facilitating and compliance of:</p> <ul style="list-style-type: none"> <li>- High occupancy vehicles, with more than just one extra passenger.</li> <li>- Dedicated bus lanes which are policed adequately. No Claytons implementation!</li> <li>- Express buses from northern townships with incentivised fare structures.</li> <li>- Park and ride facilities</li> <li>- More urgent investigation of a rail option from the northern townships such as Rangiora etc. Putting this on the back burner, with no adequate rationale, has to be one of the most short sighted decisions by ECan in recent years.</li> </ul>		



## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
			<p>- Reconsideration of parking charges within Four Avenues to discourage car commuting.</p> <p>- Effective compliance and enforcement. Too often in New Zealand this is ignored and fines are so low they are totally ineffective. Education is usually ineffective when it comes to traffic management and road safety. Having one of the highest road tolls per kilometre travelled in the OECD is witness to that.</p> <p>The CNC is a direct threat to the living standards of thousands of people in St Albans. We do not want it and never voted for it. It is being thrust upon us because of short sighted decisions by the previous National- led government, obsessed with roads and the transport industry, and the CCC which held office in 2012, headed by then Mayor Bob Parker.</p>		
23285	Michele Laing		<p>The proposal for the Northern Arterial Extension fails to meet the community's needs. It neglects travel demand management measures that reduce the volume of vehicles coming down the Christchurch Northern Corridor, CNC and into the St Albans road network and into the city. I oppose the plan as presented.</p> <p>I ask the Christchurch City Council to:</p> <ul style="list-style-type: none"> <li>- Build local cycle networks in the north east from Cranford St to the coast</li> <li>- Create a major north south cycle priority route to serve the north east</li> <li>- Redirect the \$15 million of funding to ECan to increase the frequency and number of buses which can move commuters from their cars to the bus.</li> <li>- Make bus lanes on the Northern Arterial permanent 24/7</li> <li>- Create park and ride lots outside of the city</li> <li>- Remove free all day on street parking within on kilometer of the city centre</li> <li>- Reinstate the free central city shuttles</li> <li>- Work with other entities to reinstate passenger rail</li> </ul>		<p>I commute on an ebike. I have ridden 8300km in 3 years for work and for leisure.</p> <p>I have been hit by other road users twice in the last 6 months when riding my bike. Fortunately I have been able to continue working despite multiple injuries.</p> <p>I have increased the capacity of my ebike battery so that I can access more cycle routes when biking - I need to be able to travel longer to travel on safer routes. Not everyone has the financial resources to buy more powerful batteries or better bikes - we need to spend money on the cycle routes for better well being and equity of access in our city.</p>

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
			<p>Other transport planners have good ideas and comments eg <a href="https://talkingtransport.com/2019/03/17/can-the-plan/">https://talkingtransport.com/2019/03/17/can-the-plan/</a></p> <p>I wish for a holistic approach to travel and city living. Single occupancy vehicles create congestion and catering to that model is destructive to the environment. Council has the opportunity to cease sending good money after bad and instead focus on public and active transport. Millions have already been wasted. Let's stop the losses.</p> <p>The issues of local roading access and user safety in the St Albans area needs to be addressed without severing the northern area of Christchurch reducing options for active transport and safety for people who walk, cycle, scooter, etc. The proposed works disadvantage active and public transport.</p> <p>Council and ECan need to work together on this project and holistic transport planning. The present disconnect leads to piecemeal reactive responses which fail to achieve multi modal transport policies while burdening ratepayers and road users. Excusing the waste of \$15 million now and more later as we lack the legislative or organizational arrangements to do otherwise is not acceptable. We are better served by doing nothing and allowing commuters to experience why they may wish to car pool, take the bus or move into the city.</p> <p>The inconsistency between Government Policy decisions for regional transport and the planning policies of Christchurch City Council hurt all of us. Council aspires to create a city that people would like to live in first and foremost yet offers projects which sacrifice the neighborhoods in and around St Albans.</p> <p>Council's failure to meet its own goals for sustainable multi modal transport is evident by the noticeable absence of either local or major cycle routes servicing the north east of the city. Council undermines its stated goals of carbon neutrality, sustainability, true transport mode choice with the proposed works.</p> <p>Once the downstream CNC route was designated to be Cranford Street (by widening) it became obvious that the Papanui Parallel cycle way would mainly serve cyclists coming from the north (arterial pathway, acknowledged as an excellent addition) and those living</p>		

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
			<p>west of Cranford Street.</p> <p>The proposal to divert people on bikes from St Albans and areas east kilometers or more to access the Papanui Parallel from areas east of Cranford Street is a stop gap which does not serve the needs of people who would like to cycle from the wider area. Local cycle networks are what is needed, not this inadequate approach which seeks to funnel all cyclists on to a few routes which may or may not be accessible or efficient. The provision of safe cycling routes within and to the city from Burwood, Prestons, Marshland, Mairehau, Shirley, St Albans and eastern suburbs would make an ideal traffic demand management initiative. Proactive holistic planning would have seen this operational before 2020, at the latest.</p> <p>Hundreds of millions of dollars have been spent to make the central city an attractive, vibrant and interesting place to live. More millions are better spent on making it an affordable place to live then on roading for commuters. Instead ratepayers are to be saddled with unaffordable roading construction and maintenance. Commuters burdened with high transport expense and long hours too often in gridlock. Our future success is dependent not on continuing this debacle, but on providing housing where jobs are and on sustainable multi modal transport.</p> <p>The damage and costs of poor planning impacts all of us. The inner suburbs of St Albans to become unattractive car dominated ghettos, the entire north east of Christchurch offered inadequate, if any, cycle infrastructure, ratepayers footing the bills and commuters seduced by the false promise of 'affordable' housing on the ever expanding urban fringe.</p> <p>Council knows that making the city a great place to live is not achieved by car congestion, pollution and unsafe roads for residents and those who choose active and public transport. The very residents Council wishes to attract and retain are the people who have chosen to have their homes, lives and communities close to the central city to enjoy the benefits that centralized activities offer and to feel connected to the great rebuild of our CBD. Yet this plan undermines just what Council has identified not only as important, but required for our city to succeed.</p>		

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
			<p>Unfortunately the current plan means that Christchurch has prioritised the movement of vehicles first and foremost to the detriment of city live ability, cycle and pedestrian safety, health benefits, and shunned the importance of mixed mode transport options. it is not acceptable that road safety, active transport and quality urban communities are all relegated to stages 2 and 3 - we dont need monitoring, assessment, feedback and consideration in the future, we know the people need pedestrian and cycling options now.</p> <p>I am concerned that Cranford Street will no longer be a cycling option for even the most competent and confident cyclist. The cycle safety initiatives in the surrounding streets will fall far short of what is expected for a city where uptake of new cycling infrastructure by the 'interested but concerned' has exceeded expectations. Local cycle networks are long overdue. The construction of an alternative North/South cycle corridor needs to be prioritised, so that cyclists can safely use Cranford St route into the city without going to the Papanui Parallel.</p> <p>I strongly urges that the initiatives for cycling as outlined in Stage Two be greatly expanded and implemented as soon as possible, including the 30km speed restrictions in streets that are expected to receive increased rat running traffic from 2020 onwards. These initiatives are cheap and should not be put off waiting upon expensive monitoring and assessing which may go unheeded. Quiet Streets can be designated immediately. The message sent will be clear those who walk, ride bikes (or wish to start) are welcome and can travel safely to where they need to go.</p> <p>In addition to Edgeware Road, Westminster Street, McFaddens Road, Manchester Street, Courtenay Street add Malvern Street, Weston Road, Knowles Street, Caledonian Road, please quickly develop suitable north/south cycle routes east of Cranford Street. Develop east/west routes to complete local cycle networks.</p> <p>The sooner these simple initiatives are implemented, the bigger the positive impact will be on local traffic movements prior to the CNC and Cranford St widening being operational. The sooner this happens the more likely the people of St Albans and people who would</p>		

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
			<p>like to cycle will regain confidence that their concerns are being addressed.</p> <p>Other people commuting for work out of the city or other suburbs to the North East will also benefit.</p>		
23281	Paul van Kuppevelt	NZ Govt	<p>Actual volume of traffic will be closer to 50% increase down Cranford/ Sherbourne Streets. This minor arterial is currently not coping with traffic volumes particularly as this route ends in a T intersection on Bealey Ave. The 'space' required to expand and make this work is simply non existing. Bottle-necking of traffic will occur resulting in further driver frustrations and impatience thereby leading to pedestrian/child injuries or death</p> <p>Safety of children has been completely over-looked. Already red light runners are a regular occurrence on busy intersections such as Westminster/Cranford. This can be attested by the crossing lady Lee, who's flag has been run over recently. She sees this happen regularly. This behavior has been flagged as an epidemic recently in the Press particularly in CHCH. Increasing traffic volumes in areas that cannot cope also increases driver impatience resulting in mistakes being made leading to injury or death. Will it take the injury or death of a pedestrian/child to take drastic remedial action? The council representative indicated this would be for Police to monitor. This will not happen, Police are resource stretched enough as it is, effectively the CCC will be creating another major problem for others to manage?????</p> <p>A solution is to re-direct the extension traffic to Marshlands Road where there is plenty of room for expansion incorporating 4 lane traffic.</p>	<p>The various stages indicate safety will be monitored???? How and should this not be mitigated prior to any developmental process not during and after a project goes 'live'.</p> <p>Continuous traffic calming projects in surrounding streets/areas to Cranford/Sherbourne up to 2031. That will imply over a decade of road works in these areas further resulting in traffic congestion plus downstream complications.</p> <p>In the plan there are no options for cyclists to travel down Cranford and Sherbourne. What about the people living on these roads? Are we supposed to bike on the footpath thereby breaking laws??</p>	<p>Safety of children accessing not just St Albans School but also the two daycare centers on Cranford/Sherbourne. Again, this is too important to not get right before any project is 'tried'.</p> <p>Cyclists that live along Cranford/Sherbourne. What are their options in any of these proposed plans? These don't exist...</p> <p>High occupancy lanes haven't worked in any of the major cities they have been trialed in. This is trying to change peoples behavior which again is flawed.</p> <p>Peak time traffic lanes 2 to 1. How would this work when there are many places along Cranford/Sherbourne where vehicles will need to turn right heading into town, including St Albans School, English park, x2 Daycare centres, numerous motels and a medical centre on Sherbourne. This turning traffic effectively nullifies the third lane.</p> <p>Traffic will be bottle-necked as vehicles progress towards the city. This will occur due to the physical restriction of available space.</p> <p>Decrease in property value along Cranford and Sherbourne due to high volume of traffic these and surrounding roads/streets will be less desirable to live in. Do the residents get offered a rates reduction? Not likely...</p>

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
23278	CRAIG BROSANAN	C & J Brosnan Family Trust	<p>Our comments are around the McFadden Road cycle route works. This road currently has issues with street parking particularly where western McFadden meets Cranford. The parking in this area is under pressure from the local businesses, the church, daycare centers and local residents given the residential land has significantly been developed with higher household numbers.</p> <p>If a cycle lane system is to be implemented similar to Rutland Street the carparking for the residence, businesses, daycare drop off and collection, church and potentially some park and ride customers that the buses might service will need to be carefully considered.</p>	No	
23276	Gavin Stanbury	Belfast Area Residents Association	We are in favour of the proposals as outlined in the plan. We would like to see more use of the park and ride system as this seems to be an excellent opportunity to avoid more traffic in congested areas and make more use of public transport. It seems to work well at Rangiora which is a good model for future expansion of the system and it certainly works well overseas with increase in population.	Seem to be well worked out with good consultation. The model with the extension of Madras and Barbadoes as one way would seem to us to be the best option.	No. We like the idea of using the CNC as a means of diverting traffic away from Main North Road and expanding the bus system to use this, especially if the park and ride system is promoted.
23273	Andy Blain	Private Resident	Yes. Divert the traffic and keep it off Cranford Street. It is busy enough already. There is Pre schools, and a Primary schools and shops too close. Run the traffic straight onto Barbadoes street so it can easily keep the traffic moving into the CBD instead of a dead end when it reaches Bealey Ave from Sherborn st. I have 2 kids aged 4 and a half and plan to walk them to their new school in the mornings, being St Albans Primary. What would you say if this happened on the closest main road to your house?		
23268	Nick Ackroyd		Traffic mitigation should include cul-de-sac of residential streets near the Cranford arterial. This will be far more effective in stopping speeding Waimakariri district traffic leaving the city using these streets. Road narrowing only brings children cycling and scootering the roads around the St Albans primary schools into closer contact with traffic.	Traffic mitigation necessary for Roosevelt Avenue (wrongly referred to as Roosevelt Street in documentation) should be included in stage 1. It is the first large avenue parallel to Cranford street and is often used as a rat race to avoid queues on Westminster and Cranford. Waiting for studies in years after the CNC opening will endanger the children who use this as a main entrance for St Albans primary school.	The name of Roosevelt Avenue is confused as "Roosevelt Street" in all the documentation. Please amend this to the correct name. This could influence planners who may be unable to find Roosevelt Ave. It is possible they believe it is influenced less by the increased traffic flow as they are unaware of its location, directly parallel to Cranford one street west and hence likely to be used as a rat race to avoid jammed traffic on the main arterial route.

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
23265	Wade Bishop		<p>I believe that the current traffic mitigation plan should be scrapped and the Northern Corridor not opened for use until a solid and workable mitigation plan is in place. At present the current plan appears to be hurriedly put together and not with complete consideration of the enormous potential impact on the community that the corridor enters. The plan also does not address mitigating single car traffic or increases in public transport use. The plan should place a greater emphasis on public transport and multi-passenger commuters while discouraging single occupant vehicles and heavy traffic. Employing "no right turns" at Dee and Malvern Streets (when heading north on Cranford) are designed only for traffic and in no way mitigate the traffic effects to the narrow streets in these blocks of Mersey and Severn Streets...and effect those who live here. A "no left turn" into these streets from Cranford would go a long way in mitigating the risk of commuters using these streets as a short cut to Forfar Street. All streets 2 blocks either side of Cranford Street should have speed limits reduced to 30km/hr. The addition of set of lights at English Park - in light of almost doubling traffic on Cranford Street - will undoubtedly create traffic congestion tailbacks all the way onto the Northern Corridor at peak times increasing the propensity of "rat running" by commuters into the surrounding suburban streets.</p>	<p>The Northern Corridor should not be opened until a more complete traffic mitigation plan and overall strategy is completed. ALL traffic mitigation plans should be completed BEFORE the Northern Corridor is opened and not be addressed in stages AFTER the link is opened when it becomes much more difficult and creates even further disruption for residents (and commuters).</p>	<p>A toll is missing in the plans for users of the Corridor who live north of Christchurch and for single passenger traffic using the Northern Corridor (with the exception of motorbikes). A plan for a park and ride at the head or end of the Northern Corridor is missing from the plans. A plan for a dedicated high frequency public transport service with priority use of the Northern Corridor does not factor in the plans.</p> <p>There is no mention of resurfacing Cranford Street, Innes Road, Mersey Street, Severn Street, Thames Street, Warrington Street, Barbadoes Street, Madras Street and Forfar Street with a low-noise surface. You have not included "no left turns" off Cranford into Dee and Malvern Streets (when heading South) to avoid "rat-runners" using these narrow suburban streets as a short cut.</p> <p>There should be no right turn into Mersey Street or Severn Street from Innes Rd in order to prevent "rat runners" short cutting to Forfar Street.</p> <p>You appear not to have fully considered the impact on the traffic and the neighbourhood that adding a set of lights at English Park will have... You may be better to consider adding pedestrian under (or over) passes at the Westminster Street corner and at English Park to provide safe access for children making their way to school. The plan does not include any consideration and thought regarding where all this traffic is heading and why...The plan should take a wider view and consider the removal of all-day parking in the Central City and creation of park and ride hubs around the city with high-frequency public transport into and through the central city area.</p> <p>You appear to have missed thinking about people and Christchurch communities in favour of traffic and commuters who have made a life choice to live a long way from their jobs....</p>
23263	Martin Whanau		<p>Thanks for the opportunity to comment on the CNC downstream management plan.</p> <p>- Overall I am concerned about what appears to be the last minute nature of planning potential solutions to a major motorway terminating directly into a residential area.</p> <p>- The most significant and obvious error I see in the</p>		

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
			<p>stage 1 plan is the proposed traffic lights at Warrington &amp; Barbadoes. Flockton St joins Warrington St about 30 metres east of the proposed lights. A lot of traffic turns right from Flockton on to Warrington including buses. How are these maneuvers going to be able to be completed with the traffic that will be backed up from these lights? Options to solve this problem, include the Flockton St intersection into the traffic light system with right turn arrows from Flockton or make that intersection a no right turn from Flockton but this will require a change in bus routes.</p> <p>- The Stage 2 and 3 plans appear to be very reactionary with no real fixed plans, more 'we will see what happens and react then'. This is not satisfactory.</p> <p>- The stage 1 plan is for Cranford and Sherbourne Streets to have clearways and other mechanisms for increased flow at peak times and studies into upgrades to Madras and Barbadoes Streets where some of the traffic is envisioned to be funneled down. This is not acceptable. At the time of opening the CNC these two already busy routes (Madras and Barbadoes) will have no alterations to improve flow! When I spoke to the traffic engineer at the drop in session he stated that down the line there will be consultation with the community as to whether there will be peak time clearways or one way extensions. This will be too late, this needs to be actioned now.</p> <p>- The proposed traffic calming construction on local roads (like Severn, Thames, Flockton etc) are not planned until stage 3, up to 10 years away. If after the CNC opens and traffic monitoring shows that flows on these side streets have increased significantly are there mechanisms to allow for these alterations to be brought forward? Specifically are there flexible funding mechanisms in place to manage the 'we will see what happens and react then' approach.</p> <p>- I have been told that at McFaddens Rd there will be a set of cycle and pedestrian crossing lights to allow for "safe cycling routes east to west". Without these lights it will not be a safe place to cross Cranford St. Is this going to happen in stage 1?</p> <p>I would be happy to be contacted for further discussion or questions.</p>		



## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
23258	Mary Dudson		YES - CAN them until the Council, the Government and ECAN can get together and really look at an ecological plan to bring people out NOT MORE CARS into the city	Can your plan	Yes! Our countries future, where are we going to have planning that doesn't involve more cars? Dedicated bus lane!  Penalising single car - occupancies!  Frequent, well priced buses!!!
23257	Carolyn Till		Still have major concerns about the impact these changes will have during & after works are done on my business doesn't address St Albans communities needs. Only those of commute using the Northern Corridor. I am 2 'noise sensitive' business dealing with those with serious disabilities & often older people.	Length & scope of works - impact of noise, dirt, disruption on the community & on my business	
23256	N Leys			I am very distressed at the thought that you are going to stop parking outside houses in Madras Street between Edgeware Rd & St Albans Park as my son lives there & I am disabled would no longer be able to visit my grand children & daughter in law & son.	
23255	None	Edgeware Croquet Club	Can the plan "STOP"	Can the plan "STOP"	Can the plan "STOP"  Let's talk about other ways of dealing with the masses.
23254	Nigel Ellis		I'm concerned at the proposal to introduce 30 or 40 kmh speed limits in the surrounding roads in particular what (if any) is the science or cost benefit calculation made. If there is a scientific basis, is it also applied to other residential roads in the city.		
23253	Elizabeth Cook		No to proposed cycle lane through Edgeware Rd totally ridiculous - in an area of high density housing there is insufficient parking already for those who live in multi storey flats, units etc (Champion St is now basically one way!) Some of us who live on "back sections" have no parking now, and Edgeware Rd is where visitors etc have to park. The cycle lanes in Colombo St (Edgeware - Bealey Ave) are unde utilized now. There are a number of new businesses in St Albans which is great for those of us who live here (25 years for me) - more traffic as cycling will simply kill them		What happened to the plan for the Edgeware Village to be a pedestrian only area! all we got was yet another set of lights which now results in a backing up of traffic from Sherborne / Cranford / Edgeware Rd at peak times and people unable to access or leave the limited parking there is. I totally support - this community and the stand they are taking over the issues of increased traffic, loss of parking etc.
23252	Diane Trowland		NO I do not like it		
23250	Margaret Perry		STOP - can the plan	STP - can the plan	STOP - can the plan. Residents don't want more traffic. Get a good public transport system up and running.

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
23249	Karen Dodd		<p>Yes. The recommend stage 2 Courtenay and edgeware cycle is insane.</p> <p>A - The roads are already congested, and narrow</p> <p>B - There is already a high volume of of cars using these roads. Bike can find another road. Has anyone sat and counted the size of vehicles that are around and that use Courtenay St. There is a primary and 2 preschool within 50 yards. I counted 14 vehicles parked in Sheppard place 9 were 4WD drives. These are the vehicles on the road now. BIG cars. No to cycles on Courtenay and Edgeware. Too busy to skinny.</p>		<p>Right arrow at lights</p> <p>Please remember to put right arrows at all lights as this keeps the traffic flowing as well and stops the aggression of drivers going through red lights.</p> <p>Edgeware Road is busy with large truck fueling the gas station, supermarket, peter timms then the pubs. People in cars in an out of all the shops in a rush doing last minute late evening gas runs &amp; wine runs food run then you want to put a fixed cycleway in there in front of a gas station, post/lotto shop. That is just stirring the locals even more than you already have. Honestly Edgeware is fine they bike on edgeware road are fine but as soon as you put marks on the road there will be carnage. At the moment bikes if in doubt go on the footpath with no bother, pedestrian don't mind, cars don't mind. A cycleway that will change arguments will start and war in edgeware between car and bike. Just don't just don't!</p>
23248	John Hewitson		<p>I express my opinion / submission on the CNC downstream effects mitigation plan, from a resident perspective, walking in the area and observation and effects of traffic congestion already. I have also attended the drop in session.</p> <p>I formed some conclusions, mentioned briefly here:</p> <ol style="list-style-type: none"> <li>1. The proposed plan is benefiting outside citizens at the expense of Christchurch rate payers. Other districts, other councils, need to shoulder the costs and effects of influx from Kaiapoi, Rangiora and Pegasus car travellers. This is NOT a Christchurch issue.</li> <li>2. All the plan is doing is mitigating (trying to) band aid a problem already in existence.</li> <li>3. I made the point to planners that the choke point (already) is Bealey Avenue. Every intersection has long queues already (heading south at all Bealey Avenue intersections. Those marked X (below) do not follow thru, needs a 90 degree turn and it beggars belief that Sherbourne Street (Cranford) can handle more:</li> <li>4. <ul style="list-style-type: none"> <li>- Springfield x</li> <li>- Durham Street North (to one way) strong flows now</li> </ul> </li> </ol>		

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
			<p>- Caledonian Rd x</p> <p>- Sherborne Street x</p> <p>- Manchester Street</p> <p>- Barbadoes North - most successful</p> <p>- Madras - South only</p> <p>- Geraldine x</p> <p>- Champion x</p> <p>I looked at Auckland with dedicated bus lanes and commuter parks and light rail. In the end I received a copy of the St. Albans News April/May 2019; this piece is well written and encapsulated better than my prior efforts in setting out robust views and alternatives.</p> <p>I enclose this St Albans news clip</p> <p>I support views set out in it</p> <p>I say NO to the downstream management plan.</p>		
23237	Jim Pickles		See attachment		
23234	Eric Banks		I support the traffic calming measures as shown in the proposal.	I support the staging of traffic calming as shown in the proposal.	
23212	Stephen Chiles	Environmental Noise Analysis & Advice Service	<p>The following comments are made by the Environmental Noise Analysis &amp; Advice Service, which is a contracted service to advise the Ministry of Health and Public Health Services about environmental noise. These comments only relate to environmental noise affecting public health and no other aspects of the draft Downstream Effects Management Plan (DEMP).</p> <p>These comments have been prepared by Dr Stephen Chiles. He was formerly part-time employed by the NZ Transport Agency and has had a peripheral involvement in the Christchurch Northern Corridor project, but no prior involvement in relation to the DEMP.</p> <p>The brief for the DEMP refers to effects relating to a “loss of service”. This is a transportation engineering term and it appears the intention is to address the functioning of the network rather than consequential</p>		

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
			<p>effects such as noise and vibration. However, the DEMP authors have taken a broad view of the scope and in response to community feedback have included consideration of noise and vibration in the draft DEMP.</p> <p>As for most urban areas there will be existing environmental noise exposures in the study area above preferred criteria. Increasing the traffic will further contribute to this situation. If the scope of the DEMP is to include consideration of noise and vibration effects this should be properly assessed and addressed by design. Noise and vibration should not be addressed just as an afterthought, by monitoring at the end of the process as currently proposed in the draft DEMP.</p> <p>In general the approach in the draft DEMP to manage traffic is also beneficial for environmental noise. Directing traffic to specific routes and making changes on those routes to keep traffic free flowing as far as practicable will minimise noise effects. However, the following comments are made:</p> <ul style="list-style-type: none"> <li>- The draft DEMP refers to 30 km/h or 40 km/h speed limits in some areas. In terms of managing environmental noise a 30 km/h speed limit is preferable, particularly where any traffic calming devices are used, and particularly where they are a vertical deflection type.</li> <li>- The draft DEMP could proactively address noise and vibration effects by including processes to survey and upgrade pavements/surfaces of the main routes that may give rise to avoidable noise and vibration, relocate any service covers in wheel paths on the main routes identified, and assess noise at all locations where traffic lanes (including turning lanes) are moved within the existing corridors to be closer to houses.</li> <li>- The existing reference to noise and vibration monitoring in the draft DEMP should either be removed or should be made specific as to the purpose of the monitoring and the actions that might result from the monitoring.</li> </ul>		

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
23211	Andy Macknelly		The traffic calming measures need to extend along Ranger Street and also include Nancy Avenue, otherwise these 2 roads will become rat-runs as traffic tries to avoid Jameson Street	The traffic calming measures MUST be in place when the changes to Cranford Street come into effect. It would also alleviate some of the negative effects of those changes if the East-West cycle paths are also finished before the dualling of Cranford Street is finished and opened.	I have no faith in the Staging approach - a new Council might be elected which doesn't wish to fund traffic calming measures, and in any case they might not be completed for 3 years post-dualling. Do the job properly and protect the residents from rat-running traffic from the start. Its the least you can do for inflicting so much inconvenience on us.
23208	Clint Marston		I live in Flockton Street and currently we endure a lot more traffic than neighbouring streets because we have NO traffic calming measures at all!  We are also on a bus route which results in vibrations throughout the houses on this street due to the high water table. I believe that Flockton needs traffic calming now or soon but I would please with you to not make us wait until 2031!	Flockton is already a target for short cutters and I believe that all traffic heading for 'The Palms' and eastern portions of the city will continue to use the CNC, then turn left on Innes & right on Thames (or turn right on Westminster from Cranford if its available) & proceed on to Flockton from Westminster as happens now, only magnified.	I'm in favour of the CNC but believe that current shortcut favourites will only get worse. From my observations, Stage 3 and Stage 1 projects need to be combined.  Please feel free to call me for further comment.  Please not that I have not been able to attend any drop-in sessions due to my work
23191	Tracy Hickling		The right turning lane from Cranford Street (from North approach) into Innes Road is not long enough. In the mornings many users will want to turn right into Innes Road to head to Merivale, Schools, Riccarton etc. Looks like only room for three cars in this lane therefore the right turning cars will block the straight through lane for cars wishing to head to the city on Cranford Street. Will be a huge bottleneck.		As above. Need more space for a right turning lane from Cranford into Innes Rd to cope with the morning traffic coming off the motorway and wishing to turn right at Innes Road.
23170	Paul Spicer		I live on the corner of Caledonian Rd & Purchas St.  I think some traffic calming measures on Caledonian Rd sound good.  Stage 2 sounds about right for this work		
23169	Mark Revis		Doesn't appear to be any project relating to the cycle connection from Cranford St, through Rutland Reserve, (as noted on the master plan on page 4).	Project stages look ok	There is no mention of the timing of the connection of the cycle lane on Cranford St through Rutland Reserve to connect to the Papanui Parallel cycleway. Also no proposed design to show location within / through the Rutland Reserve

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
23168	Jessica Gunby		<p>I would like to express my concern about the impact this project would have on cyclists who live downstream from the planned Northern Corridor. While I understand the Northern Corridor will have a shared path for cyclists that will connect to the Papanui cycleway, my concern is for cyclists who live downstream of the Northern Corridor and will need a safe way to get to the cycleways. It seems that the plan prioritises out-of-town commuters in cars above a) out-of-town residents who bus or cycle, and b) St Albans residents who walk, bus, or cycle. Given the need to focus on more sustainable methods of transport, this seems shortsighted and also penalises those who are already making an effort to reduce car use while rewarding those who drive. I am also concerned about the impact of increased traffic on the safety of residents entering and exiting their properties. On some streets it is already difficult to safely exit driveways due to traffic and poor visibility. A final concern is regarding on-street parking. If a clearway is built down Cranford and Sherborne Streets, how will this impact on-street parking for residents? Many residents rely on on-street parking in this area. Reducing parking may actually encourage residents to drive rather than bus/cycle/walk, due to a lack of parking spaces during the day.</p>		<p>I think you also need to monitor parking in the area. Many of the homes in St Albans are older so only have one off-street parking space, yet are home to young couples or families with more than one car. Many residents rely on on-street parking to store cars during the day. If parking becomes taken up by commuters parking and then walking into town, this will negatively impact on residents. In addition, if on-street parking becomes crowded due to commuters parking, this will decrease visibility on the roads and reduce safety. This should be monitored, and if necessary time restrictions should be put on on-street parking during peak hours, with residents given permits allowing them to park without restriction. Parking should not be reduced for residents in any location or capacity as a result of this plan.</p>
23166	Craig Hastie		<p>I disagree with all the proposed cycle routes and most of the traffic calming proposals. Given the straitened financial position of the Council I believe that the Council should only be doing the minimum work required. In my opinion the proposals are ill thought out. I cannot understand why the Council has left it until the Northern Corridor is almost complete before undertaking any serious consultation work. Was this an effort to head off any opposition? In my opinion the decades old proposals to extend Barbados and Madras Streets to connect direct with the Northern Corridor should be given consideration for being resurrected, I acknowledge that the cost would be significant but it is the only long term solution that I can see, everything you are proposing is, in my opinion, short term and doomed to ultimate failure at a significant cost. The problem with using Cranford Street at all is that Cranford Street neither leads anywhere itself nor connects to any other routes other than, ultimately, Bealey Ave which is already overloaded. Both Madras and Barbados Streets already connect to a variety of outlets, including, ultimately, Brougham Street.</p>		<p>Yes, providing detailed cost analysis</p>

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
23157	Arnie Scandrett		I think the clearways are a good idea and keeping people on the main roads	All the changes on Cranford Should be done together and before the motorway is open - especially the ped crossing.	
23156	Melanie Williams		It all looks good to me. I think keeping the traffic on the main roads and doing some calming and improvement for venerable user is a good solution.	I would like to see the ped crossing on Cranford St in the first stage. This way all the signals can be sinc-ed in together from the beginning	
23149	Jeanne E Cooper		<p>1. Springfield Road is at present and will continue to feed into Cranford St. While traffic lights at the corner of Rutland St improve flow from St Albans St the right turn from Springfield at peak hours is dangerous. (Traffic lights needed).</p> <p>2. Rutland St is now banked up between Innes &amp; St Albans St peak hours</p>	Springfield Road and St Albans Sts are both high speed streets unless at peak hours when traffic volume is too high for speed. With calming proposed in Caledonian Rod & Manchester St Springfield will be a preferred choice for a higher speed.	Are you aware that peak hour (mainly evening and after school) traffic detours from Papanui Rd through Beverley St and Devonport Lane to St Alban Street. Due to the narrow exit into St Albans St traffic is banked up. The wider Devonport Lane is a race track to this narrow exit. Traffic calming would make this a safer alternative
23134	Weihong Jiang		<p>in residential areas on Cranford street the vehicle volume and speed must be controlled. The recent increase in traffic volume has increased the level of noise already. I can hear loud vehicle noise as they speed past my house even at night.</p> <p>Reducing the maximum speed on Cranford street near residential areas is the only way to reduce the level of noise that residents in this area will have to endure. This could be achieved through speed limits and speed bumps etc.</p> <p>A clear way is not a good idea for several reasons:</p> <ol style="list-style-type: none"> <li>1. It is completely against the stated purpose/plan to encourage public transport, walking and cycling.</li> <li>2. It is already it is difficult to leave my drive way (on cranford st) due to traffic volume. One mitigation available to residents is to park on the street to be able to enter traffic easier and a clear way will make this impossible. If there is more traffic on the area currently reserved for resident parking and the bus stop, it would be even more difficult for me and other residents to leave our own houses and drive ways. The problem will be compounded due to increased volumes of traffic.</li> <li>3. In the 21st century it's absurd that proposals are still being made to encourage the use of the private cars.</li> <li>4. the Council should consider increasing the amount of bus services available on the route and not work to</li> </ol>	<p>in residential areas on Cranford street the vehicle volume and speed must be controlled. The recent increase in traffic volume has increased the level of noise already. I can hear loud vehicle noise as they speed past my house even at night.</p> <p>Reducing the maximum speed on Cranford street near residential areas is the only way to reduce the level of noise that residents in this area will have to endure. This could be achieved through speed limits and speed bumps etc.</p> <p>A clear way is not a good idea for several reasons:</p> <ol style="list-style-type: none"> <li>1. It is completely against the stated purpose/plan to encourage public transport, walking and cycling.</li> <li>2. It is Already it is difficult to leave my drive way (on cranford st) due to traffic volume. One mitigation available to residents is to park on the street to be able to enter traffic easier and a clear way will make this impossible. If there is more traffic on the area currently reserved for resident parking and the bus stop, it would be even more difficult for me and other residents to leave our own houses and drive ways. The problem will be compounded due to increased volumes of traffic.</li> <li>3. In the 21st century it's absurd that proposals are still being made to encourage the use of the private cars.</li> <li>4. the Council should consider increasing the amount of bus services available on the route and not work to</li> </ol>	

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
			<p>compromise and undermine the use of public transport.</p> <p>5. Heavy vehicle use on this road should be discouraged. Trucks should be encouraged to use the outer roads of Christchurch and not to use residential streets such as Cranford St. Using residential areas by trucks during the night in particular will disturb residents from peaceful enjoyment of their homes</p>	<p>compromise and undermine the use of public transport.</p> <p>5. Heavy vehicle use on this road should be discouraged. Trucks should be encouraged to use the outer roads of Christchurch and not to use residential streets such as Cranford St. Using residential areas by trucks during the night in particular will disturb residents from peaceful enjoyment of their homes</p>	
23129	Julie Robertson-Steel		<p>While I appreciate the work the Council has undertaken to date, I believe that the approach is flawed. The Plan seems to be concentrating on getting cars through St. Albans/Mairehau/Edgeware rather than looking at how larger volumes of people (rather than the cars, most of which will be single occupancy) can be moved from the motorway to the CBD at minimal impact to these suburbs. It seems unfair for these suburbs to be taking the impact of the extra congestion when the additional people moving through are not residents of those suburbs; rather they are from satellite towns outside of the main Christchurch area.</p> <p>I therefore submit that the suggested Plan should be amended to provide far greater use of park 'n rides, both north of the Waimakariri and also a park 'n ride should be placed at the point at which cars will be coming off the motorway into St. Albans. There should then be provision of frequent bus services into the city with priority bus lanes, and extension of the cycleways. For the people who still need to use their cars beyond the park 'n ride point, further incentives to leave cars on the outskirts of the city should be provided by allowing cars with multiple occupants to use the priority lanes also.</p> <p>I believe that it would be a mistake to widen roads/intersections etc. to accommodate extra cars as this will only encourage people to stay in their cars once off the motorway. It would be far better for the environment, fairer to the residents of St Albans/Mairehau/Edgeware, and in line with the Council's stated aim of encouraging use of public transport, to actively discourage the use of cars beyond the turnoff point, or even from further out.</p> <p>Ultimately, I think a rail solution from the Oxford/Rangiora/Kaiapoi areas is optimal but in the meantime, use of park 'n ride areas and frequent bus</p>		<p>I think use of existing rail lines coming into Christchurch to provide commuter trains to move commuters from the satellite towns in/out of Christchurch should be given very serious consideration, even if these services would initially have to run at a loss. I would not mind a rates increase to subsidise this as, ultimately, the whole city will benefit.</p>



## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
			links is a fairer and more environmentally-friendly solution for St. Albans/Mairehau/Edgware and for the city generally.		
23122	Margaret Meehan		The volume of traffic using Forfar and Severn Streets has multiplied in recent years, and I see this increasing with the implementation of this plan. Westminster Street becomes treacherous during peak times, with cars sitting in the middle of the road, waiting to turn.	By the time Stage 3 is implemented, traffic behaviour will be absolutely entrenched and those who live in side streets will bear the burden of this. A lot of the city-bound traffic that travels along Westminster, down Forfar Street to Madras, right onto Edgware and left into Manchester is heading for the central city. Those drivers already demonstrate that they do not want to head east, to then battle the one-way system into town. Instead they need to be directed into the central city by the most straightforward route, which is directly down Cranford/Sherbourne, with a long-phase turning traffic signal onto Bealey Ave.	I see no mention of the impact on Westminster Street, which has been made home to Surreal Hair, a large hairdressing business with 8 hairdressers and an unused single onsite parking space, placed in a residential house which has brought a large parking requirement for staff and visitors. With Cranford losing parking spaces, parking on that busy street will be harder to find. Moving from road to driveway is already fraught for homeowners. Additional cars parking in Westminster will drive the hairdresser's business to park on Severn or Forfar, already busy with turning traffic.
23120	Arthur McGregor				<p>Yes! You've missed the opportunity to do something truly transformational that would make the CNC a positive event for the whole region rather than a negative event on the local area, congestion levels and the environment. What opportunity you say? Well have a read of this:</p> <p><a href="https://talkingtransport.com/2019/03/17/can-the-plan/">https://talkingtransport.com/2019/03/17/can-the-plan/</a></p> <p>In summary: high frequency bus route that essentially uses the CNC has a separated busway combined with the removal of free all-day parking in the CBD. This plan will have a significant increase in public transport use and limit the growth of traffic on the CNC, thus reducing the need for these downstream works. This is a win for Waimakariri commuters (who get reliable, frequent, low-stress transit) and a win for Christchurch locals (who do not get bombarded by quite so many cars!) Who doesn't love a win-win??</p>
23113	Lindsay McKillop	N/A	<p>I currently reside in Edgware, and have for approximately one year. Prior to this, I lived for 3 years on Barbadoes Street. I wanted to give feedback on the project as it relates to roading changes and upgrades concerned with Barbadoes Street, Warrington Street, and the Local Activity Centre Transport Study cited in Part 3 of the plan.</p> <p>I just wanted to raise my concerns about the changes being proposed, and their emphasis on bringing cars into the city centre. I feel like Edgware is very much a diverse but perhaps lower income area with many renters, and as such it doesn't necessarily get a voice when it comes to this type of decision making.</p>		

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
			<p>It seems like the city is currently extremely focused on bringing larger volumes of vehicles into the city, and are contemplating doing so at the expense of the suburbs adjacent to the city centre, which is disappointing. I often walk to the city centre on the weekends, but unfortunately I do need to drive most days to my workplace due to my work, which is currently only partially serviced by a bus route.</p> <p>Having lived for 24 years in Vancouver, Canada, I have often looked up the possibility of taking a bus, as this was my primary means of travel in the city, but have seen that the journey would take well over an hour each way, plus a 20 minute walk to my office, as opposed to a 15 minute car trip. It would be unrealistic for me to spend 2 hours on a bus each day.</p> <p>But driving has it's own challenges. At present, it is almost impossible for anyone living between Barbadoes Street and Hills Road South of Warrington Street to actually turn right onto Hills road at any peak period given the huge congestion on this street, and the fact there are no lights to enable access to make this turn in this area in a remotely timely/safe/controlled fashion. I have watched a countless number of people give up, just in the past year I have been on in the area.</p> <p>I wonder why the city has created a bus lane when it seems as though the 'no parking' designation of does not seem to be enforced, with many cars parked during peak periods. I also wonder if this could be a good candidate for an HOV lane. The merging of traffic headed from Fitzgerald Ave to Whitmore Street, and then onto Hills Road seems to cause a massive amount of commuter chaos. I wonder if improving this existing connection would be a project work taking on, rather than creating another major throughfare.</p> <p>At present the majority of people I know are forced to go onto Barbadoes Street to head south, which is also overrun during this peak period with commuting traffic (which tends to cease almost altogether outside of peak periods), but at least only requires turning left, which is slightly simpler, though can take time.</p> <p>I'm worried potentially turning Barbadoes Street into a clearway, or one way is basically going to trap residents in the area between two major commuter arteries, mostly for people driving in from out of town. As</p>		

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
			<p>someone who is out in the community, and at the St Albans park, and nearby cafes most weekends, and many days I feel it would degrade the quality of access, as well as erode the community, and the surrounding environment to the benefit of people who have often chosen to live outside of the city. As someone who often travels on foot, and with a pet requiring a lot of exercise, I would have serious concerns about the safety and the quality of public space if the roads in this area were turned into throughfares for commuters, as I see no benefit to these changes for the local community. If it is anticipated the traffic around St Albans Park and Malvern Park are to see increased traffic, I would hope that the city would at least consider improving the safety of park users, by potentially installing better fencing barriers around the parks where they border busy roads.</p> <p>The next issue I see is that the city has allowed the densification of this area on a massive scale, which means parking is often at a premium, as there are not enough parks for the numbers of renters and units available in this area. A glance down Champion Street or Geraldine Street (where cars are often parked overnight on the verge) first thing in the morning, or in the evening makes this obvious. If cars are unable to park on Barbadoes Street, I wonder where the space for displaced residents parking would come from.</p> <p>I wonder what work the city has done with councils in Rangiora or Kaiapoi to develop more express bus services to key areas in the city, or if rapid transit has been explored, or even if park and ride spaces have been made available. To me an HOV lane is of absolute importance, and I hope you will consider these whenever possible, including on the new road developments. Perhaps it is also worth considering if more express bus routes can be developed into the city centre, as current Christchurch bus routes seem to be extremely long, with a huge number of stops. I know in Vancouver almost every bus runs an Express version of major services during commuter hours, in which pick-ups are limited, and drop-offs are at limited to a small number of designated stops, usually with a park and ride nearby. I know these are all absolute staples in Vancouver, where it is considered normal to commute across two or three cities to get to work each day, but where it only seems to take a fraction of the time it seems by using public transit in the Christchurch. I feel</p>		

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
			<p>like making concessions to car traffic coming into the city is a major set-back in thinking for a city that is becoming so progressive in other ways, and would be considered outdated when looking at many global cities.</p> <p>I don't understand why those living in the city are meant to bear the congestion and commuting needs of those often coming from outside the tax base when the city seems to put so much emphasis on looking at transit options. I am at even more of a loss to figure out why this would be done at the expense of the quality of life in these neighbourhoods. It is horrible to think that my neighbourhood is at risk of becoming a glorified traffic median between 2 major roads designed for commuters, while trapping an entire community.</p> <p>I feel like the transportation plan that led to the development of the expressway into the city is severely outdated and outmoded.</p> <p>I know this is not directly related to your plan above, but I wanted to share the experience that my home city of Vancouver had. Back in the 1960s, the city decided it wanted to run a freeway through the poorer suburbs on the eastern half of the city to expedite commuter traffic into and out of the city. They even constructed giant viaducts in preparation of the freeway. However, after mass protests by city residents, they were finally forced to back down.</p> <p>And they're lucky they did. Today, some of the biggest tourist draws are the areas of Chinatown, of Gastown both of which would have been utterly destroyed by the freeway. The poorer neighbourhoods have become the cities most diverse and vibrant. In cities like Seattle, where these developments went ahead unchecked in the same period, entire communities were completely destroyed, and traffic/congested has not improved. In Vancouver, there is still congestion for out of town commuters who drive out of the city, but they concessions are not made for these commuters. Instead the city has focused on implementing smarter and faster bus routes, rapid transit option using boats, sky trains, and rail. To be honest, most of the population in the city centre relies almost wholly on public transit. The city also decided to focus on buying up and preserving parkland. All of these differences give the city it's reputation for being one of the world's most</p>		

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
			<p>liveable. I would hope Christchurch would want the same-- or at least not to be reactive, piecemeal, or to put cars before people and communities.</p> <p>I know I have seen some comments made that we're inherited this expressway, and now have to make it work. But I don't believe that's true. In the case of Vancouver, the city constructed 2 enormous viaducts where the freeway was meant to enter the city before the level of protest and controversy around the plan forced them to back down.</p> <p>When the plan fell through, the Viaducts stayed, and the existing road developments were adopted. There was no catastrophe. In fact, they are still there now. The key thing is that commuter chaos hasn't ensued, and that traffic still flows in and out of the city. It's just that they've created an environment where commuting via public transit is the most attractive option for the vast majority of workers who come from outside of the city each day. And to be honest, most of the workforce commutes from outside of the city every day.</p> <p><a href="https://www.theguardian.com/cities/2016/may/09/story-cities-38-vancouver-canada-freeway-protest-liveable-city">https://www.theguardian.com/cities/2016/may/09/story-cities-38-vancouver-canada-freeway-protest-liveable-city</a></p> <p>It feels like this plan seriously risks putting commuter roads before communities. Edgware is a quiet, but ethnically vibrant community, and it doesn't deserve to be reduced to a populated traffic barrier between Hills Road and Barbadoes Street (if converted). I have no issue with lowering speed limits, and creating barriers to prevent people from filtering through our neighborhoods, but am extremely worried that my community is going to be discarded and overridden (rather than positively developed) for the sake of out-of-town car commuters, by creating a road network that will likely only increase congestion, and for putting cars first-- and idea that many North American cities have already found can be devastating for communities.</p> <p>Thank you for your time and consideration.</p> <p>Please do be in touch if you have any questions, or require any clarification.</p>		

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
23102	Margaret Stewart		<p>The recommended projects are still useless and pandering to those who choose to live out of town and drive into Christchurch by car and want to have eight minutes cut off their journey into town at the expense of St Albans residents and businesses and yes pay rates which the Waimak lot don't. You have not listened to any of the St Albans (yes we are all St Albans residents not St Albans, Mairehau and Edgeware residents. Our rates bills addresses are St Albans so stop trying to divide us) residents or business concerns that were raised at the last consultation. The same plan was presented as was discussed previously nothing has changed. Are you deaf? Are you going to listen to our concerns and options for public transport, not splitting up our suburb, not pandering to non rate payers, sending the extra traffic not through St Albans and splitting it fairly between all feeder roads into Christchurch, why not send more buses down Cranford St and the car traffic somewhere else. We don't want three lane roads and clear ways making it impossible for residents and business customers to park. We don't want traffic lights and Street calming which will cause St Albans residents to have to take 20 minute journeys through our suburb that used to take five. We don't want to have huge traffic back up on all the streets heading into Bealey. It is bad enough as it is. We don't want more traffic backing up on Warrington St from the Hills Road lights.</p>	<p>You haven't listened. The plan doesn't work. Why should St Albans have to suffer? The projects should not be going forward. The consultant needs to be sacked and we need to start again taking into consideration the residents and businesses that live in St Albans. The people of St Albans need to be involved in writing a new plan that works. Let's come up with some proposals that work for the locals as well. So basically stop where we are and meet with the residents to put together a proper plan. Ditch the current proposals and arrange a meeting for everyone in St Albans who will be affected and let's come up with some better proposals going forward that do suggest alternatives that don't wreck our suburb.</p>	<p>Yes you not pursued any of the options and proposals suggested by local residents and businesses and added these to the proposals. You have gone ahead with the original plan that was put out in October last year. That really sucks and makes us think why did we even attend the consultation evenings or speak at the community board meeting? Rewrite the plan having listened to the local residents and businesses. Where are the options for putting in a flyover, bringing back the trains, park and ride, turning Cranford St into a toll road for out of towners. You intend to trash four roads in St Albans including turning Cranford St into Cranford Street. You want to make the traffic turning into Bealey Ave and driving on Bealey Ave even heavier. Meet with the residents and local businesses again and let's rewrite the proposals again turning into something then into something reasonable. In fact I am sure many of us would be more than happy to apply for the role of traffic consultant and do a far better job writing a new proposal to replace the pig's breakfast job that has been done so far. The opinions of local residents etc should be weighted more heavily than non residents. All they get to do is win with an eight minutes faster journey and the locals get to lose permanently. Read our lips and listen to us. The current proposals do not work and we need to start again.</p> <p>I still think that the plan should be canned. The council needs to apply to the Minister of Transport, Phil Twyford, for the brief to be changed so that other options can be included in the DEMP at the same time ie park and ride, new bus lines, trains, trams, express way on the NCC, allowing buses to come down Cranford Street and diverting cars elsewhere and ECAN and Kiwi rail can be included. Cars should not be given priority and the St Albans community should not be ruined to enable Waimak residents to get into town eight minutes faster.</p> <p>Stop Cranford Street becoming Cramford Street.</p> <p>Keep Barbados and Madras Streets as two lane roads.</p> <p>I noted at the consultation that one of the aims of the DEMP at the moment is to stop rat running by cars using Cranford Street. The DEMP completely ignores the fact the by allowing residents of streets off Cranford Street and residents on Cranford Street to only enter/exit Cranford Street in one direction it is encouraging rat running to happen since the only way residents can get to their houses/ streets is to rat run through the neighbouring</p>

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
					streets. Not very bright at all.  Re Madras and Barbados St I meant to say keep them as two way single carriageways. Residents need somewhere to park as do customers of businesses and users if St Albans Park and the Bowling Club Many thanks
23093	Vaughan Kirkland		<p>I don't really see the need for a mid block signalised crossing across Cranford at the English Park entrance. Almost all children or others crossing Cranford in this vicinity would have come from further east and so have the option of crossing at the lights on Berwick or Westminster streets- i.e. there are no side streets on this section of road. I think this would impede traffic flow without any significant safety benefit.</p> <p>However, I do see a case for such a crossing on Cranford between Westminster and Innes where there are a number of side streets and it is a greater distance to a traffic light controlled crossing point.</p> <p>This would assist with pedestrian access to Malvern/Rugby Park and other areas to the west of Cranford</p>	<p>I have real concerns that although the modeling shows a 30% or more traffic increase on Severn and Thames streets by 2021, traffic calming is not planned on these streets until stage 3. There is already a lot of rat-running on these streets -particularly by those using Forfar street and these vehicles often enter and exit these streets at high speed.</p> <p>This presents a real safety risk for pedestrians crossing the intersection of these streets with Westminster street, particularly as vehicles often don't indicate their turn perhaps due to the short distance from the Forfar intersection.</p> <p>Users exiting these streets at speed also create an enhanced risk of collision with vehicles pulling away from the Forfar/Westminster intersection due to the short distance and lack of reaction time.</p> <p>I therefore believe that that traffic calming on Severn, Thames and Forfar streets needs to be brought forward to stage 2.</p>	
23089	Sarah & Jack Pelter		We live at the corner of Caledonian Rd and Eversleigh St. We have noticed significant increase in traffic already and wanted to request speed bumps and landscaping. The road Caledonian is very wide, so people always speed.		

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
23088	Adrian Ryder		<p>I feel very strongly regarding the replacement of the roundabout on Warrington / Berwick / Forfar with lights. (I also feel very strongly that the whole plan needs to be scrapped and started again... Why should established residential neighbourhoods like ours suffer huge disruption and loss or parking etc just so out of towners can speed up their commute into town)</p> <p>However..... back to the roundabout I have lived on Warrington Street for 20 years or more &amp; that roundabout has always functioned extremely well even at peak times. Drivers are invariably courteous &amp; traffic flows well - contrast this with the roundabout on Marshland Road outside the palms. Where almost every single time I drive through it (every day) I witness blatant red light jumping virtually every time often by multiple vehicles. It is a complete myth that traffic lights propocate safer driving. Often as not in actively encourages bad/aggressive driving by impatient drivers who feel that they haven't had a "fair go" at the lights. Do not replace a perfectly functioning roundabout with what will inevitably be another dysfunctional set of traffic lights!!!</p>		
23059	Rebecca Sparrow		<p>Access to Malvern Street by turning right onto it off Cranford street should be maintained. This is unfairly penalising the existing residents of St Albans. The Cranford street westminster street intersection is a complete mess. Making malvern street and Dee Street left in and left out only is only going to increase the pressure on the cranford street westminster street intersection, and also to the cranford street westminster street intersection.</p> <p>A key solution to increased traffic is to find ways to get more cars off the roads. These projects do not provide any solutions to getting cars off the roads. A HOV lane is something that would reduce the number of cars on the road. This would make any traffic calming measures more effective.</p> <p>I thought the city council wanted to encourage people to live in the central city. This arterial route is unlikely to encourage people to move into the city or live in the city. It is likely to encourage more developers to build more subdivisions to the north of Christchurch.</p>	<p>I think that a high occupancy vehicle lane should be implemented as soon as the arterial route opens.</p> <p>The Cranford street westminster Street intersection is a complete mess. It should be upgraded as soon as possible.</p>	<p>Upgrades to the Innes Rd Cranford street intersection. There needs to be a green arrow on the right hand turn from Cranford street into Innes Rd. This is especially important for residents on the western side of Cranford Street who will not be able to make a right turn into Malvern Street and Dee Street.</p>



## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
23034	Paul Daigneault		Traffic calming is only delaying traffic and ruining access. Cars are having to swing in and out of parking spaces to pass each other and making it dangerous for cyclists.	Leave the one ways alone they work well in dealing with traffic. Stop narrowing roads. Street parking is essential "town cars" will get smaller & become electric make provisions for cars & bikes & motorcycles.	The best ways to deal with congestion is to enable the roads to deal with traffic efficiently no to impeded it. I have always been a cyclist but after an accident I'm reliant on my car. I need access & parking close to amenities.
23033	June Mahoney		Move Courtenay St to stage 1	Yes - Due to the increase in traffic Courtenay St should be moved to stage 1 for the calming. The calming process should consist of periodic narrowing of the street. We already being woken at 5am every day by heavy traffic.	Since the roundabout removal the street has become a race track. The heavy traffic has increased and causing the houses to shake.
23032	Angela Harden		I find it disturbing that the planning seems 50 years out of date and is looking at ways to help a lot of vehicles, likely to be single occupancy, when the modern planning should be how to reduce those vehicles with public transport / park & ride systems etc. Our community is suffering for the want of moving people from outside the area in old ways.	It needs to go right back to the beginning, start the planning all over and take into consideration that the current plans, no matter the stage, have not been wanted since they were first raised.	Yes, listening to the community! You've missed the boat on public transport, park and ride systems and reducing the amount of single occupancy vehicles. Please try harder. I am very much opposed to the majority of what is proposed.
23031	Dawn Bultitude		Cranford Street can not, will not cope!. At 4:47 last Thursday traffic was at a standstill South of Edgeware Road - try heading North tomorrow and really see how it is now - it will become impossible to move	Nothing is an improvement - traffic will crawl, the community will be split down the middle, businesses will die, there is no fore thought for anything but the feeling for the area. Thank God I will be dead before 2031.	You have missed everything! Why should the residents of surrounding Cranford Street be inconvenienced by noise, pollution and have their suburban life style changed by those who chose to live north of the city and then want to save a 10 minutes off their journey. What does "traffic calming" mean? - how do calm a vehicle whilst the driver seeths?? - try using "Reduce speed"
23030	John Veale	Shirley Optometrists			Please do something about the:  Courtenay St  Westminster St  Roosevelt Ave intersection - It is very dangerous
23029	David Timbs	Peter Timbs Meat Ltd	The Edgeware road cycleway it would be detrimental to our business. Due to the popularity of our business we have already leased the building next door to "allow for more car parks" for our business as it is a destination business and most of our clientele travel in a car to get here, losing these car parks outside the shopping centre would be catastrophic (from Cranford to Caledonian anyway)		
23028	Peter Timbs	Peter Timbs Meats Ltd	The Edgeware Road Cycle route. The concern being if we lost car park down Edgeware Road especially out the shop. Most of clientele use these as they are with cars and travel from a distance or are families therefore we would oppose the cycle way down Edgeware Road		

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
23027	Chris Timbs	Peter Timbs Meats	The Edgeware Road cycle route, I would like to know more, how this is being done, if it were the case where we would lose our car parking directly outside our shops we would be opposed to the cycleway. Reason being when the earthquakes happened and we lost our car parking out the front due to road works it almost sent us broke. We have recently recognised how important these parks are to us and now have the building next door as well, therefore giving us more car parking on the street. Our Clientele mainly families, come before school, during school hours or after school and are in cars not bikes.		
23025	Bernard Wilkins		Prefer even volumes of traffic for Papanui Road and Cranford St. Happy with present set up. Would like Forfar St from Westminster St to Berwick kept as it is for parking and only white line for cycles.	Staging is OK	Trucks should go on ring roads only and Marshland Road
22899	John Pryor		If madras & Barbados st are to be converted to 3 lanes then make madras north bound and Barbados southbound. Reserve parking for those who live in Christchurch by making the display of CHRISTCHURCH stickers mandatory and ensure that adequate clearance is retained through marked 'no parking' areas near intersecting roads such as Purchas street. Use Parking Wardens to patrol street parking. This may encourage more use of public transport and reduce traffic		

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
22894	Vanessa Winter		<p>This is a plan that is cobbled together at the last minute to try to mitigate the massive impact on Christchurch and our community. The impact on Christchurch from this road will be a disaster. Why are we prioritizing commuter cars over people? It is not in line with the CCC planning in any way. The road may finish, but it does not need to open. Scrap the plan. Go back to the drawing board to put together a good plan that prioritizes public transport and high occupancy cars. Put a toll on the road for single occupancy cars - a big toll and only one toll booth for single occupancy vehicles. Allow public transport and vehicles with 3+ people to travel free on the road. Invest in a highly efficient bus service from the northern areas (Rangiora/Kaiapoi) straight into the city using the Northern Arterial. Create a park and ride on the northern outskirts of the city for the purpose of funneling commuters in on the NA. This road could make a positive impact if the ridiculous idea of funneling thousands of cars into a two lane suburban road is scrapped. Use it to reduce commuter traffic not increase it.</p> <p>Also make commuter parking in the city center unobtainable. Remove the free all day parking within the four avenues. Increase free 30 minute parking around smaller commercial areas on the edge of the CBD, create paid permit parking for the inner city residents, make the rest paid 1-2 hour parking. Make parking for commuters into the CBD difficult. Drove commuters onto public transport.</p> <p>Scrap the plan ... prioritize making a positive impact on the city not a negative one.</p>	<p>There is not enough included in Stage 1. Severn Street and Manchester Street must be included in Stage 1. These two roads will see a massive impact. Do NOT block right turns into streets off Cranford (Dee and Malvern). Us returning home to our houses is not the problem. The Northern Arterial as it currently stands is the problem. No left turns would be useful because then the focus is on rat runners, not further impacting the local community.</p>	<p>Big time .... scrap the plan. It is very poor. It is not remotely future proof. It creates a much bigger problem than you are trying to solve. Scrap the plan and keep the road closed if necessary until a positive solution is thought through.</p>
22865	L Clark		<p>A big question. Will there be pedestrian crossing at the Cranford / McFaddens Road intersection? This is necessary</p>		
22864	L Blewett		<p>Safe access to schools is a priority not something to be delivered within 3 years, should all be stage 1 and a priority</p>	<p>Safe access to parks should go to stage 3 and left out of stage 2</p>	
22862	Mark Forsythe		<p>The "projects" do nothing for the residents of St Albans / Mairehau. A significant amount of morning rush hour traffic will head for Barbadoes Street, but nothing is being done to stop traffic cutting down Jameson Ave, Thames Street and Francis Ave. The problem exists for 3 hours per day, but residents get 24/7 inconvenience - Traffic Lights</p>	<p>Ridiculous 1980's - style flow lanes, speed restrictions and increased traffic calming (which inconvenience residents, causes noise and vibrations and doesn't reduce speed). Berwick Street is unsuitable to take motorway style traffic and messing with high occupancy on Sherborne St will just maximise traffic finding other ways to Barbadoes St.</p>	<p>Yes. There is no information being made available about current traffic volumes in the streets near Cranford Street. What is needed is some cast-iron guarantees that volumes will not rise - in and around rush hours in particular. What is also missing is innovative ways to stop through traffic using residential streets. How about cameras?</p>

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
22859	Maria Nuttridge		You have done well to try accommodate for safer cycleways, school access, park access etc	It makes sense to do it in stages - much more realistic. Stages are thought out well	There needs to be more advertising for people to rideshare / commute together to decrease road volume.
22858	Marion Fairbrass		I can see how hard you are working to improve both driving and cycling safety & ease of access. Good to see consideration of improved access to parks by pedestrians.		I live in Edwards Ave opposite St Albans Park. The speed at which many cars drive along Edwards Ave is frightening - especially with children crossing to & from the park. Can traffic calming / speed limit lowering be considered please.
22727	Fraser Mackenzie		Yes. We support the 'can the plan' movement by the St Albans resident group.  Refer <a href="https://talkingtransport.com/2019/03/17/can-the-plan/">https://talkingtransport.com/2019/03/17/can-the-plan/</a>	No - we disagree with the plan.	Refer previous comments.
22611	Paul McGowan		I would like to confirm 30-40 kn hr limits on Springfield Road. There are high traffic volumes on this road and most are speeding (It's a long straight run) speed cameras would also be great.		
22555	None	A Graeme Grafton Property Trust	Due to high density housing (lot of section have multiple units) Manchester St & Caledonian Rd areas that street calming construction does not impeded on street parking for residents / properties.		
22553	Robina Dobbie		The cycle routes that are planned I see as being disruptive to traffic flows. In my mind it is more logical to change Geraldine Street into a cycleway at least into town, possibly both ways & use Colombo northwards. Residents being able to use them focus on scooters / cycles though. East / West why not use Canon Street rather than Edgeware, safer for cyclists & can link to Holly Road adjoining Papanui Road Cycleways.	Canon Street as a cycleway leaves Edgeware for heavier vehicles & cars. The cycleways like St Asaph are very disruptive to traffic and very unpopular. As far as traffic into and out of the city on Barbadoes / Madras. It seems far more sensible to me to retain parking on sides due to dense housing & have two lanes one-way into the city on Barbadoes & two lanes one-way into the city on Barbadoes & two lanes out on Madras ONLY if Edgeware is retained for cars etc & cyclists are moved to Canon Street though.	

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
22498	David Robinson		<p>1) The DEMP is unacceptable. I note from the Executive Summary.</p> <p>- The introduction of peak period clearways along Cranford Street down to Berwick Street and possibly other clearways further south makes such routes less safe for cycling, especially during the peak periods. It is not possible to rectify this without widening the road designation and purchasing additional land. Hence the recommended option is to direct cyclists onto other routes.</p> <p>This is completely unacceptable. Cyclists have a legal right to use Cranford St. Council either legally bans them or provides safe cycling facilities for them. In the days and age of Vision Zero and a climbing NZ road toll it is intolerable for Council to consider implementing measures which are unsafe.</p> <p>2) The NROSS study was aware of the issues of traffic through St Albans. To disperse the traffic when it got to the city the study recommendations included i) the Grants Rd Extension to Blighs / Papanui (not adopted by Council) and the Hills Rd Ext to QEII Drive (not progressed by Council/NZTA).</p> <p>3) The NROSS study did consider an option of stopping the Northern Arterial at QEII Drive. (this could still be done if Council stopped work on the extension) but would leave significantly more traffic on Main North Rd. The intention of NROSS was to allow for future bus lanes to be developed along the Main North Rd corridor.</p> <p>4) NZTA subsequently reviewed the Northern Arterial and reduced the number of ramps &amp; the HOV lane is now proposed. Thus demand along the NA will be reduced, but probably spill onto Main North &amp; Marshlands (without transport cost/price changes).</p> <p>5) I don't think the roundabout at Cranford / NA Ext is the right solution. It should be traffic signals with no slip lanes. This could have then been used to throttle the rate of downstream traffic flow into St Albans &amp; left the queue stacked on the NA Ext (this could still be done). Instead the traffic will mainly end up at Innes/Cranford.</p> <p>6) Given the earthquake growth in Waimak has probably been faster than without the event. However</p>		I tried to resume my other submission but did not receive the code.

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
			<p>the provision of the NA will reduce travel time &amp; induce further population growth.</p> <p>7) Congestion tolls could quite easily be introduced technically on a northern cordon to manage travel demand.</p> <p>8) With congestion tolls on the northern approach Park n Ride from Waimak would work much more effectively. This could start initially as bus services similar to the Auckland busway.</p> <p>9) CBD parking charges should be increased. Parking pricing is the most effective Travel Demand Measure if congestion tolls haven't been introduced. All parking in the CBD needs to be priced including a levy on private commuter parking.</p> <p>10) Without significant cost changes (congestion tolls, parking, fuel excise tax (remove ratepayer subsidy, carbon tax) people will keep driving. This is an expensive approach as it requires expensive infrastructure to manage peak demand, with the new capacity underutilised for the rest of the day.</p>		
22411	Warren Bailey		<p>You have high density living as per the plan by the CCC. To remove car parks from the street will result in a lower quality of life as you will not have visitors as there will be nowhere for people to park.</p> <p>The value of properties in both Barbadoes Street and Madras will decrease if car parking is removed. Commercial businesses will lose revenue if there is a lack of car parking.</p> <p>The best and only option that will work for residents of both Madras and Barbadoes Streets is for them to retain their parking. Make both streets one way. The bottleneck will always be at Warrington Street and it is this area that needs the attention and changes.</p> <p>If you remove the parking nearby streets will be affected with increased traffic and more parking issues as the area shares what limited carpark is available.</p>		<p>You need to look at it from the people that live in the streets no those that use it as a thoroughfare. They choose to live elsewhere as we did. there lives are not being changed the residents in those streets are!</p>

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
22369	John R H Atkinson		<p>Dear Ann, from my experience of living on Sherborne Street, one of the most effective forms of keeping the effects of the Northern Corridor least disruptive to the residents will be strict SPEED CONTROL. I have experience that when traffic speed is kept to the legal limit of 50 km/h, then the noise levels are generally tolerable. At the moment, Sherborne/Cranford Street can at any time be subject to raucous motorbikes, hoons revving rowdy vehicles under rapid acceleration, and noisy heavy trucks rattling and clanking as they roar through the Edgeware Road traffic lights. Introduce a Police vehicle and all this unsociable noise disappears.</p> <p>Not being a Traffic Engineer, the only 24 hour control that I know would be speed cameras, well publicised, with strict enforcement. Thank you.</p>		
22366	Scott & Bianca Woyak		<p>Thank you for the information provided via the post about the DEMP. After reading the document, I am pleased overall with the plan for the future of the Cranford St. upgrade.</p> <p>I feel that the proposals for Mcfaddens Road could use an amendment. As proposed, it appears that the portion of Mcfaddens Road on the west side of Cranford street will be receiving traffic calming upgrades during Stage 1, while the east side of Mcfaddens Road may or may not get these upgrades during Stage 3.</p> <p>Our house sits one house removed from Cranford Street on the east side. Since moving in April 2017 we have noticed that traffic from Cranford Street going south uses the east side of Mcfaddens Road as a thoroughfare to race through to Innes Road. And when I say race, I literally mean it that way. Cars turn onto Mcfaddens Road and immediately punch the gas pedal. I cannot count the number of times I have had near incidents exiting my driveway due to drivers taking this corner far too fast. To make matters worse, parking is allowed on this side of the street past our address to near Cranford street. This compounds the issue as we have to deal with seeing around the parked cars (that often park over our driveway) to see the speeding cars coming around the corner. These parked cars come from local businesses that don't allow their own staff to park in the company car park.</p> <p>With increased traffic on Cranford Street, I fear this</p>		

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
			<p>problem will increase. Less parking for local businesses will mean more parking all over the side streets. This will decrease visibility on these streets which will coincide with an increased traffic volume trying to find the fastest way to Innes Road. I fear it will only be a matter of time until someone is injured or killed by fast moving traffic turning east onto Mcfaddens Road from Cranford St.</p> <p>Possible solutions:</p> <ol style="list-style-type: none"> <li>1. Add the east side of Mcfaddens Road to Stage 1 for traffic calming measures.</li> </ol> <p>or</p> <ol style="list-style-type: none"> <li>2. Make the North side of Mcfaddens road a no parking zone up until Esperance St to prevent the low visibility situation that is going to lead to an eventual crash or run over child. This will mean some folks will need to walk an extra block to work but may prevent a serious accident.</li> </ol> <p>or</p> <ol style="list-style-type: none"> <li>3. Both of the above would be ideal. This portion of Mcfaddens Road is a racetrack and I am often worried about staying here as my two young children grow up. Particularly with the increased traffic volume that is coming soon.</li> </ol> <p>I would be happy to discuss this in person or provide any more feedback as required. I encourage the CNC crew to have someone stand on this intersection during rush hour to observe what I am talking about. A traffic/speed camera would do the job too!</p>		



## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
22324	Craig Edwards		<p>We support the northern corridor motorway development in principle and believe this is an essential part of future proofing Christchurch's transport infrastructure. There will be some adverse impacts of course that will need to be mitigated and we are concerned particularly about the impact on existing suburban streets outside the main corridor routes. Caledonian Rd is one of those that stands to be negatively impacted by rat running and increased traffic generation which would spoil its residential character and amenity. The width of the carriage way is such already that traffic speeds are often higher than they should be in a residential street. Safety is therefore a concern and speeding vehicles are already too frequent an occurrence. Traffic calming measures are therefore essential on Caledonian Rd to ensure a safe and quiet neighbourhood is maintained.</p>	<p>The traffic calming measures on Caledonian Rd and other affected side streets should be prioritised to Stage 1 to ensure the safety and continues residential amenity in these areas.</p>	
22278	Ravi Shankar Appaiyachettiar Selvaraj		<p>Why isn't there an intersection upgrade for Innes Rd/Cranford St since more than 50% of the time, there's traffic queuing up to turn right from Innes Rd to Cranford St.</p> <p>Two reasons for the long queue waiting to turn right are:</p> <ul style="list-style-type: none"> <li>* No dedicated right turn signal</li> <li>* Shorter signal duration for Innes Rd compared to the signal times for Cranford St (at the intersection).</li> </ul> <p>It would be better if we have a dedicated right turn signal at the intersection to reduce the queue and also to restrict people from driving through the neighbouring streets (Rutland St, Malvern St, Roosevelt Ave) as shortcuts.</p>	<p>Is the clearway proposed on the Cranford Street (after the Innes Rd intersection), only at certain peak times or all the time?</p>	
22270	Tom Harding	Mr	<p>Yes, I have some real safety concerns about the cycle way down Rutland Street, and the proposal to extend the same cycle way, without revision of its current safety.</p> <p>I reverse onto Rutland street daily and have had numerous near misses of cyclists and cars due to the dangerous positioning of the cycle way. The positioning of the cycle ways means that as I reverse down my driveway it is impossible not to partially position my car across the cycleway before seeing the oncoming cyclists. This is made even harder at my address, and others, where power poles obstruct the immediate</p>		

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
			<p>view of oncoming cyclists.</p> <p>Further to this as I reverse onto the road if, if my timing is out, and I have to pull back into my driveway, then I am in very dangerous position for either the oncoming car traffic or cyclists - depending if a cyclist in oncoming or not. This made even more difficult given the lack of street parking in the area, which means there is no option of pulling into a nearby park and waiting for a gap in the traffic.</p> <p>This not only a concern of mine but also a concern neighbours and many people in the area.</p> <p>I would very much like the opportunity to discuss this so that all parties are aware of the inherent dangers of the current design, which is unnecessarily putting peoples safety at risk.</p>		
22264	Barbara Ingendae		<p>What had happened to the planned/proposed traffic lights at the intersection of Lower Styx Road and Marshland Road?</p> <p>Why not have a easy west cycle Lane on Innes Road? The rest goes a bit further than just Barbadoes Street.</p>		Yes, how to save cost on your consultation process. Why am I receiving this three times? I think my rates could be better spent on something else than three separate mailings of the same.
22214	Philip Bayliss			<p>Thames Street is even now used as a shortcut for traffic coming from Madras and Forfar Streets to the Innes Road/Cranford Street junction for both traffic going north on Cranford Street and west along Innes Road, as it is quicker than going over to Cranford Street, and it is the same for traffic going the other way towards Barbados Street. This is bound to get considerably worse when the CNC opens, as drivers try to avoid the congestion in Cranford Street, Berwick Street and Warrington Street i.e. a classic "rat run". Lots of children live in Cranford Street, including my own. Most of the street is quite wide, but it is narrow near Westminster Street, where there is a popular community pre-school, creating a serious hazard. I would suggest making this change early on in stage 2, and not waiting to stage 3: make it no left turn from Thames Street to Innes road, and no right turn from Innes Road (for traffic going east) into Thames Street</p>	

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
22211	Andrew Martin		<p>I strongly oppose the Northern Corridor. Increasing traffic capacity is always followed by an increase in traffic. This is at a time when the council and government should be discouraging car use and encouraging alternative forms of transport.</p> <p>The clearway on Cranford St should be scrapped. I would recommend dedicating part of the increased width in Cranford Street to cycle ways and bus lanes. Rail options for commuters should also be considered as a cleaner and less anti-social long distance solution.</p>	Traffic calming should be implemented on Innes Road. The road noise and vibrations on Innes Road are currently bad, and getting worse. Cars regularly speed on the road. The proposed changes can only make things worse.	The council should be actively opposing the Northern Corridor.
22210	John Lawson		If it was me coming off the highway, I would duck down McFaddens and giggle through to Madras or Barbadoes. What is being done to lessen this? Would like to know more than "Options being considered"		Would really like to know what is going to happen to my street to stop it becoming a short cut into town. Keep reading "Options being considered" without any firm details.
22199	Patsy Tither				Will there be residential parking space on Cranford St towards Edgeware village ?
22175	Dawn Bultitude	n/a	These so called ' projects 'are NOT for the local residents but for 'out-of-towners' who are looking for a quicker trip to and from their work places through our suburbs ... Local residents who pay rates and who are exceedingly unhappy with the cleanliness and services to the area are being ignored ..	The stages are going ahead with a thought to dustiness and the silence which residence desire	YOU HAVE MISSED..... WE DONT WANT THIS INTRUSION !!!
22172	Kent Shivas				<p>We are concerned about increased traffic on Mays Rd due to the Northern Corridor.</p> <p>We would like to see road changes at the East end of McFaddens Rd, Westen Rd and Knowles St, to prevent traffic exiting onto Cranford St, while still allowing north bound Cranford St traffic to turn left into these streets.</p> <p>This would discourage Mays Rd from being used as a short-cut from Normans Rd to Cranford St.</p>
22158	DAVE WELLS		As I have previously stated the round about at the end of the motorway on Cranford Street will not work. For those people driving south down Cranford St getting through the traffic entering the motorway will be impossible at peak times which will be most of the time. Consideration should be given immediately to building a ramp over the start of the motorway to alleviate this problem Roundabouts on the southern motorway and Johns road are a example of this bad design		

## Christchurch Northern Corridor Downstream Effects Management Plan submissions – April 2019

Submission ID	First name	Name of organisation (if applicable)	Do you have any comments on the recommended projects?	Do you have any comments on the project stages?	Have we missed anything?
22154	Meredyth Anderson		<p>I most definitely have a comment to make concerning this plan</p> <p>I am very concerned that no calming or reduced speed limit is planned until 2031 for the roads like Forfar Street between Warrington and Westminster except for Berwick Street in an earlier stage.</p> <p>Cars already going North down Madras and then onto Forfar Street do not turn left at the roundabout to go down towards Cranford Street. A set of traffic lights instead of this roundabout will be no deterrent at all, regarding traffic continuing along Forfar to avoid going down Cranford Street.</p> <p>In my part of the road it has become a race track during the off peak hours and a traffic jam during peak hours.</p> <p>I believe that Knowles Street and similar ones like it should be waiting longer and perhaps make their parking only on one side during the day.</p> <p>Down Forfar Street and Thames Street there are day care centers and council/ Otautahi units with up to 30 units who should all be taken into consideration regarding more increased traffic and speed.</p>	See above.	Yes I think that in stage one there should be a traffic light system for car's going in to and out of English Park at 8-9-30am and 2-3-30 pm regarding safety for the parking used by parents picking up and dropping off children for St Albans School here.
22153	David Percasky	n/a	They should build skateboard park and basketball court in the area near the cranford paddocks as it will give back to the community as there's no skateparks in that area.	I drive down Knowles mcfaddens and Weston all the time. I would not slow down even if there were signs, 50 km is more than reasonable.	Build the skatepark and court. And don't slow the streets speed limit down as most people in the area won't adhere to the new limits.
22151	Ryan Wood		Well done for being proactive and doing this work before the motorway opens	I think Forfar st traffic calming features should be brought forward as it a key cut through point	
22150	Dan Wigley		Dee St should be turned into a culdasc, it is currently used as a short cut street and my concern is that traffic flow will increase. Cars continually speed down Dee St.		